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## INTIMATION



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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TO CORRESPONDENTS.

For the purpose of establishing naval stations outside great commercial harbours, they would not refuse to consider any offer from the Colony to re-provide equivalent accommodation on an approved site; the Navy would continue to occupy the present yard and anchorage until the new establishment could be handed over. Their Lordships kindly point out what extensive accommodation they would look for. Mr. CHAMBERLAIN says in his letter enclosing this extract:—"You will observe that this scheme would involve the Colony in very heavy expenditure," etc. In fact the Admiralty really asks not only for a more suitable site but also for a better equipped yard, while Mr. CHAMBERLAIN piles on the agony with his remark about the Military establishment now adjoining the Naval Yard. No wonder then that the Colonial Secretary should have come to the conclusion that the expenditure required would be heavier than the Colony could bear! Their Lordships of the Admiralty would indeed stand to win, when, having consented to some site, not on the mainland, suggested by the Colonial authorities, they should have all the necessary work executed to their own satisfaction, but entirely at the Colony's expense. The Admiralty's proposal is, of course, simply exorbitant, while it makes one doubt the sincerity of the statement in the second paragraph in the extract dated the 9th March. Mr. CHAMBERLAIN's letter of June effectually carries out the process vulgarly known as "rubbing it in," and the petitioners have now only to bear the smart. They cannot regard themselves as fairly treated by the home authorities, nor could any impartial judge consider that they have been so treated. In the midst of their disappointment the upholders of the scheme for removal, though they will not of course feel any pleasure in the thought of the expense to the Naval authorities, may at least see a strong additional justification for their proposals in the fact that the work on the present site is proving very much more difficult and costly than the Admiralty calculated it would be at the beginning. It has for some time been an open secret that the Harbour bottom is very considerably less firm than a superficial examination first declared it to be. The difficulties encountered are not perhaps insurmountable, but their surmounting will make a vast difference to the nature of the task.

At the German Consulate, Poochow, the wife of G. SHENNER, H.G. Consul, of a daughter. On the 27th June, at the Registry Office, Singapore, HERMAN OSCAR KRAFF to REBECCA STEINBERG.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VOEUX ROAD (CL). LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th July, 1903.

We publish in another column to-day the reply from the Secretary of State for the Colonies to the petition forwarded last April through H.E. the Governor, praying that the Admiralty Dock and Naval Yard be moved from the site on which it is now being laid out to some other spot more suitable in the eyes of the petitioners. This prayer, as was shown by Sir HENRY BLAKE's attitude, when he received the deputation on the 26th March, had the Governor's strong approval. But the reply is nevertheless a very firm refusal to entertain the proposal of the petitioners. Mr. CHAMBERLAIN's decision is mainly based upon a letter from the Admiralty to the Colonial Office, dated the 9th March last, an extract from which we also publish to-day. [It is to be noted that the Admiralty's letter is dated the 9th March. The meeting in Hongkong with regard to the Dock question, when a committee was chosen to draw up a petition, was not held until the 24th March; and the petition was not published until April. The Admiralty's letter, therefore, is not to be looked upon as an answer to the petition, being written weeks before it. Mr. CHAMBERLAIN wrote after receiving the petition, but the strength of his reply is in the Admiralty's letter.] Their Lordships state that "under no circumstances can they assent to abandon the present works, the early completion of which they believe to be necessary to security." But, in their anxiety to place no obstacle in the way of the Colony's commercial expansion and in

full recognition of the advisability, where possible, of establishing naval stations outside great commercial harbours, they would not refuse to consider any offer from the Colony to re-provide equivalent accommodation on an approved site; the Navy would continue to occupy the present yard and anchorage until the new establishment could be handed over. Their Lordships kindly point out what extensive accommodation they would look for. Mr. CHAMBERLAIN says in his letter enclosing this extract:—"You will observe that this scheme would involve the Colony in very heavy expenditure," etc. In fact the Admiralty really asks not only for a more suitable site but also for a better equipped yard, while Mr. CHAMBERLAIN piles on the agony with his remark about the Military establishment now adjoining the Naval Yard. No wonder then that the Colonial Secretary should have come to the conclusion that the expenditure required would be heavier than the Colony could bear! Their Lordships of the Admiralty would indeed stand to win, when, having consented to some site, not on the mainland, suggested by the Colonial authorities, they should have all the necessary work executed to their own satisfaction, but entirely at the Colony's expense. The Admiralty's proposal is, of course, simply exorbitant, while it makes one doubt the sincerity of the statement in the second paragraph in the extract dated the 9th March. Mr. CHAMBERLAIN's letter of June effectually carries out the process vulgarly known as "rubbing it in," and the petitioners have now only to bear the smart. They cannot regard themselves as fairly treated by the home authorities, nor could any impartial judge consider that they have been so treated. In the midst of their disappointment the upholders of the scheme for removal, though they will not of course feel any pleasure in the thought of the expense to the Naval authorities, may at least see a strong additional justification for their proposals in the fact that the work on the present site is proving very much more difficult and costly than the Admiralty calculated it would be at the beginning. It has for some time been an open secret that the Harbour bottom is very considerably less firm than a superficial examination first declared it to be. The difficulties encountered are not perhaps insurmountable, but their surmounting will make a vast difference to the nature of the task.

The Straits Echo reports a landslide in Perak which is expected to delay the opening of through traffic in the railway, timed for the 15th inst.

Professor Davis, the well known entertainer, is visiting Hongkong again after a long absence. He has just arrived from Australia and will open at the Theatre Royal shortly.

Preparations were being made in Shanghai at the end of last week to receive Tak Sov, late Acting Viceroy of the Liang Kwang and Commissioner Des gnaté of Tibet: Rice.

The Shanghai Mercury of the 2nd inst. says:—"Once upon a time Shanghai was a stronghold of totalitism; now it is the abode of temporariness." And then, of course, there is also the "lander."

All the Japanese reservists in Tientsin and Peking, including civilians, have been ordered to return to Japan by the earliest steamers. This is in keeping with the news which reached us from Shanghai about the Japanese reservists there.

Only two cases of plague were reported yesterday as having occurred during the 24 hours ended at noon. Neither case was fatal, one was a Chinese from 528, Des Voeux West and the other was an Indian from Victoria Gaol quarters. The total number of cases for the year now amounts to 1,322.

For the purpose of encouraging Japanese trade in Siam, the Japanese Minister at Bangkok, Mr. Inagaki, is reported to have approached Baron Kodama, Governor-General of Formosa, with a suggestion that the Osaka Shosen Kaisha's regular subsidised service to Formosa should be extended as far as Siam.

A Chinaman named Chan Wai was killed in a match at Shek Shan, Hinghom district, on Wednesday afternoon, through being struck on the head by a large piece of flint which was projected through the side of the match during blasting operations. He and three others had been warned previously to leave the place on account of the danger from blasting; the deceased elected to remain, but his companions left, and are doubtless now glad that they did so.

By permission of Major Radcliffe and officers, the band of the 33rd Burma Infantry will play the following programme of music, during dinner, at the King Edward Hotel to-day (weather permitting):—"Sons of the Empire," Bradford Overton; "Semiramide," Rossini; "The Shop Girl," Caryl; "The Maid of Malabar," Adams; "The Cavalier's Rustic," Macagni; "Tomb Fosses," Berger; "A Midsummer Eve," Kja Qm; "God Save the King."

Sixty dead rats have been discovered in the Seventh Army Division barracks at Sapporo, Hokkaido, Japan. It is feared that this will be followed by an outbreak of plague.

Two Japanese stow-away passengers on the s.s. Korea were arrested at San Francisco on a charge of smuggling. In the trunk belonging to one of them was found enough stuff to start a general merchandise store. They were lodged in the county jail.

The Tientsin correspondent of the Mercury telegraphed on the 2nd inst.:—"Mr. Detring's final judgment in the railway siding dispute awards the Band and station roads to the Railway Administration, thus completely justifying the British claims."

The open golf championship at Prestwick, which concluded on the 11th ult., was a triumph for the Vardon family. Harry Vardon was first with a score of 300 and his brother Tom second with 308. This is the fourth open championship secured by Vardon, who was born in Jersey 33 years ago.

The U.S. warships engaged in manoeuvres in the Gulf of Mexico were the battleships Oregon and Kentucky, the cruiser New Orleans, the gunboats Helena, Annapolis, Vicksburg, Wilmington, and Don Juan de Austria, the Monterey and Monmouth, and the torpedo-tender Wampawuck, besides two navy transports.

L'Echo de Chine says that the sub-projects of Shanghai and New Wei and Commander Long, who had united to operate against the Pootung brigands, have had no success in their operations. Fighting between the two factions who have been raiding the peaceful inhabitants is still going on, with considerable loss on both sides, and many of the inhabitants are shifting into Shanghai for protection.

The Felt Bleu (Brussels) asserts that the Obrenovitch dynasty of Serbia is not extinct. King Milan left a second son by Mme. Christine, whom he legitimated, and who will dispute Peter Karagorjevitich's right to the Serbian throne. It appears that the 10th June was the date selected for the murder of King Alexander and his wife because it was the 35th anniversary of this murder of the King's grand uncle Michael.

The Sin Wan Pao states that the Liang Kwang Viceroy recently wired to the Peking Government stating that owing to wide-spread disorder in Kwangsi and the distressing condition of the people, due partly to famine, he has transferred Tls. 300,000 from the Szechuen and Tls. 350,000 from the Kwangtung Treasury to the military fund of the province, where he would make his temporary headquarters to direct personally all movements of the Imperial troops and the administration of the people.

Armies of the world are following:—The battleship Fuso, Yamato, Shikishima, Mikasa, Asahi and Hatan etc.; the armoured cruisers Iwate, Matsushima, Yubari, Asama and Tokiwa, and eight torpedo-destroyers. This gives a total of 146,939 tons displacement. These vessels were all to assemble at Muroran, Hokkaido, by the 10th inst. (to-day) and after taking in coal there they are to cruise along the coast of Eastern Siberia and Corea, finally proceeding to the Gulf of Pechili.

One in every thirty-six of the males over fifteen years of age in the United Kingdom is a seaman in the mercantile marine or a fisherman, according to the report of the Board of Trade Committee, but that by no means represents the proportion of Britons who go to sea in ships. For the current year the total number of officers and men, active service ratings, provided by the Estimates for the Royal Navy is 127,000, being an increase of 4,600 over the previous year. Taking the two totals this means that one in about every twenty is a sailor, which is an enormously larger percentage than that which any other nation can boast, even with the conscription which supplies the seamen of several Continental countries.

Under the title of "Soil Nitrication and Mosquitoes," an important paper is contributed to the Lancet by Dr. Waddell, who describes a series of experiments showing that the presence in water of even a very minute quantity of ammonia is fatal to mosquito larvae, and leading to the conclusion that, while ammonia is a poison to them in all its combinations, the contained nitrogen unit is the index of effectiveness. He infers that in the effective nitrication of the surface waters and vegetation through the medium of the soil we have a force of enormous potentiality in the crusade against malaria, and one which is capable of practical application.

Nitrication may be brought about in two ways—first, by the direct application of nitrogenous manures, and secondly, by fostering the growth of certain plants belonging to the leguminous which are known by their peculiar root-action to add to the nitrogen in the soil through their relations with certain earth bacteria. The growth of these plants may be encouraged by the use of phosphatic manures, and also by treating the ground and the seed to be sown upon it with cultures of the earth bacteria referred to, which are sold commercially under the name of "nitragin." Dr. Waddell calls attention to the inhibitory influence of ammonia upon various low forms of animal life, and suggests that his culture methods might be tested upon a large scale both in India, and in the Campagna. They would have the incidental advantage of being in themselves profitable, and he thinks it probable that the methods of modern agriculture may have largely co-operated with draughts in bringing about the disappearance of malarial fevers from England.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE ILLNESS OF THE POPE.

LONDON, 7th July.

Extreme unction has been administered to the Pope.

## PRESIDENT LOUBET IN ENGLAND.

LONDON, 7th July.

At a banquet at Buckingham Palace, the King, in toasting President Loubet, said the reception given by all classes of the population showed their really friendly sentiments towards France, which as the nearest country to England should be her best neighbour. President Loubet in reply said he was certain that the King's visit to France would have the happiest effects and serve to tighten the relations of the two nations, thus guaranteeing the peace of the world.

The papers dwell on the spontaneity and warmth of yesterday's demonstrations as a proof of the real interest for France and the French, which has never died out in Great Britain.

LATER.

President Loubet was received at the Guildhall with the greatest ceremony. In responding to his health the President emphasised the value of friendships between the two nations. All Frenchmen in London are delighted at the reception, which is regarded as an important landmark in international relations.

## LADY ROBBED IN THE STREET.

While Mrs. Jorge, wife of Mr. F. J. V. Jorge, was shopping in Wellington Street about noon on Wednesday her purse was snatched by a Chinese. The robber ran into one of the lanes, made his exit to Lan Kwai Fong and then escaped up Gloucester. Mrs. Jorge pursued the rogue, crying for help, but of course could not catch him, had a nasty fall and lost sight of the thief. The purse which was hanging from her waist contained 835 in banknotes, one diamond ring (16 stones), a bunch of keys, handkerchiefs, and some bills. Mrs. Jorge had come down for the purpose of settling accounts and was in company with a Spanish lady, Mrs. Aisa, when the robbery took place. The loss is valued at \$350. The matter was reported at once by Mr. Jorge, personally, at the Central Police Station.

## BIG ROBBERY IN KOWLOON.

The police are investigating at present one of the biggest robberies, so far as the value of the property stolen goes, that has occurred in the Colony for some considerable time. The victim is Mr. Esamijai Tajbahi, a Parsee gentleman residing with his wife, an Australian lady, at 45-46, Elgin Road, Kowloon, and the facts of the case are as follows. On Wednesday afternoon Mrs. Tajbahi, accompanied by her amah, called on a friend. The husband remained at home, and some time after his wife's departure the amah returned and said Mrs. Tajbahi wanted him to go to her. He looked up the house and went along with the amah to where his wife was. Arrived there, he sat down without troubling to ask why he had been sent for, apparently taking it for granted that it was simply to escort his wife home when the visit was over; the amah however, went away. An hour later the husband and wife arrived back and found to their dismay that the house had been turned upside down, and an investigation of the loss showed it to be a serious one. Promissory notes to the amount of £1,000 were missing, as well as 417 sovereigns, six gold nuggets worth about £50, and jewelry and miscellaneous articles of the total value of nearly \$1,000. The police were immediately communicated with, and they arrested the amah, whose term of service expired next day, when she was to be dismissed. No trace of the stolen property had been found yesterday.

## COMPLETION OF THE PACIFIC CABLE.

The last link in the American Pacific Cable was forged on the 5th inst., and the following messages between President Roosevelt and Governor Taft of the Philippine Islands were the first to be transmitted across the wires:—"To Taft, Manila: I open the American Pacific cable with greetings to you and the people of the Philippines.—Theodore Roosevelt." "The President, Washington.—Your welcome message received. The Filipino people and the American residents in these Islands are glad to present their respectful greetings and congratulations to the President of the United States, conveyed over the cable with which American enterprise has girdled the Pacific. By rendering greatly easier and more frequent communication between the two countries, it will certainly lead to a closer union and better mutual understanding of each other's aims and of their common interest in the prosperity of the Philippines and the education and development of the Filipinos. It is not inappropriate to incorporate in this first message across the Pacific from the Philippines to America an earnest plea for the reduction of the American tariff on Philippine products in accordance with the broad and liberal spirit which the American people desire to manifest toward the Filipinos, and of which you have been an earnest exponent.—Taft."

## THE ADMIRALTY DOCK.

## OFFICIAL REPLY TO THE PETITION FOR REMOVAL.

The Hon. Sir Paul Chater, Kt., C.M.G., has forwarded to us for publication the following documents relating to the public petition in favour of the removal of the Admiralty Dock and Naval Yard from the position at present contemplated to a site outside the city of Victoria:—

Hongkong, 9th April, 1903.

SIR.—On the 26th ultimo you were good enough to receive a deputation composed of representatives of the various commercial interests in this Colony, when the question of the proposed new Admiralty dock was discussed and when as chairman of the deputation I had the honour to inform Your Excellency that we proposed to draw up a petition to the Right Honourable the Secretary of State for the Colonies praying that a Royal Commission be appointed to consider the whole question relating to the dock.

In consequence of the unanimous support this movement has received from all sections of the Hongkong community a petition has now been prepared and though the time at our disposal has been limited signatures have been readily obtained including those of all classes and nationalities represented here and embracing most, if not all, of the leading business firms in the Colony.

I have now the honour to hand Your Excellency this petition, with the request that you will be pleased to forward it to the Right Honourable the Secretary of State for the Colonies, and would further ask that Your Excellency be good enough, as soon as possible, to telegraph a summary of the petition to London. In conclusion I would beg on behalf of this community to express our gratitude for the kindly sympathy Your Excellency has shown to us in this matter, and to express the hope that with your aid assistance the great improvement for the Colony advocated in our petition may be carried out.—I have, &c.

C. P. CHATER, Chairman.

His Excellency Sir HENRY A. BLAKE, G.C.M.G., &c., &c., &c.

Government House, Hongkong, April 17th, 1903.

SIR.—I have the honour to acknowledge the receipt of your letter of the 9th inst. enclosing a Petition to the Secretary of State for the Colonies regarding the Naval Yard Extension and Dockyards, and to inform you that I have caused it to be transmitted to Mr. Chamberlain with an expression of my strong approval of the prayer which it embodies. I have also, as requested in the third paragraph of your letter under acknowledgment, telegraphed a summary of the petition to London on the same day.

H. A. BLAKE, Governor, &c.

The Hon. Sir C. P. CHATER, C.M.G.

Government House, Hongkong, 8th July, 1903.

SIR.—With reference to my letter of the 17th April (No. 2397/03/G.C.S.O.), I have the honour to inform you that a despatch, of which the enclosed is a copy, has been received from the Secretary of State for the Colonies. I shall be glad if you will communicate its tenor to the other signatories of the petition.—I have the honour to be, Sir, Your most obedient servant.

HENRY A. BLAKE, Governor, &c.

The Hon. Sir C. P. CHATER, C.M.G.

(Copy)

Dowling Street, 5th June, 1903.

SIR.—I have the honour to acknowledge the receipt of your despatch No. 181 of the 3rd April last, forwarding a petition from residents in Hongkong to the effect that the Naval Yard should be removed to another site.

2. It is suggested that the present site of the Naval Yard is inadequate for the purposes of His Majesty's Navy, but I am informed by the Lords Commissioners of the Admiralty that, though it would no doubt be an advantage if more room were available for extension, the area of the Naval Yard, when completed, will be 39½ acres, and the space for the construction of another dock of the largest size, should an additional dock be found necessary at some future date. There is therefore no necessity, from a Naval point of view, for any change of site.

2. The Lordships also state that as the abandonment of the scheme for the extension works now under construction at the Naval Yard would mean postponing for an indefinite period, the provision of a sufficient equipment for the British Naval base in the Far East, they could not under any circumstances consent to stop these works, the early completion of which they believe to be necessary to security.

3. Subject, however, to these external works being completed, and to the Navy continuing to occupy the present Yard and anchorage until new accommodation had been provided, their Lordships would be prepared to entertain a proposal to transfer the Yard, as soon as the Colony at its own cost had made equivalent provision for Naval requirements on an approved site. I enclose an extract from the Admiralty on this subject.

5. You will observe that this scheme would involve the Colony in very heavy expenditure and the expenditure would not be limited to the provision of a New Naval Yard and Dock, since the removal of the existing yard would also necessitate the removal of the whole or a large

part of the Military Establishment adjoining the Naval Yard, and the erection of new Ordnance Stores, Magazines, Barracks, &c., and possibly of new defence works.

6. I have very carefully considered the whole subject, and while I am at once most reluctant to negative a proposal put forward by influential members of the community and supported by yourself, and am well aware how strong are the objections to existing arrangements, I regret to have to inform you that I have come to the conclusion that the expenditure would be heavier than the Colony could bear, and I therefore request you to inform the petitioners that I do not find myself able to meet their wishes.—I have, etc., J. CHAMBERLAIN.

Governor Henry A. BLAKE, G.C.M.G., &c., &c., &c.

EXTRACT FROM A LETTER FROM THE ADMIRALTY TO COLONIAL OFFICE, DATED 9th MARCH, 1903.

Their Lordships' first duty is to provide for the necessities of His Majesty's ships on the China Station, present as well as future, and under no circumstances can they assent to abandon the present works, the early completion of which they believe to be necessary to security.

Subject, however, to the requirements of the Navy being met, their Lordships are anxious to place no obstacle in the way of the commercial expansion of the Colony, and they fully recognise that it is best whenever possible to establish Naval Stations outside the boundaries of great commercial harbours.

While, therefore, their Lordships for the reasons already stated cannot see their way to themselves negotiate for any new site for the Naval Yard, they would not refuse to consider an offer from the Colony to re-provide equivalent accommodation on an approved site.

In suggesting equivalent accommodation, their Lordships have in view not only the Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage and whatever defences are necessary to ensure security equal to that obtained under present conditions, and it might also be necessary to replace the Naval Hospital, which is in the vicinity of the present Yard.

It is further necessary that the Navy should continue to occupy the present Yard and anchorage until the new establishment is ready, and can be handed over to them.

If the Colonial authorities are prepared to deal with the matter on this basis, I am to suggest that they should in the first instance forward particulars of any sites they proposed to offer, which must not be on the mainland. Should their Lordships find it possible to accept any one of these sites, the details of all necessary works would next have to be considered and agreed to. These could then be executed by the Colonial Government to their Lordships' satisfaction, but entirely at its own cost. When completed the new establishment could be taken over by the Navy, and the present Yard handed over to the Colonial Government.

## SUPREME COURT.

Thursday, 9th July.

IN SUMMARY JURISDICTION.

BEFORE H.E. HONOUR A. G. WISE (PUNISH JUDGE).

DISPUTE ABOUT A DOG.

A case was called in which Pedro N. Segura, 32, Elgin Street, claimed from Felix Loria the return of a brown pointer dog belonging to the plaintiff, or in the alternative \$200 damages. Mr. F. X. d'Almada a Castro, solicitor, appeared for the plaintiff; and Mr. E. J. Grist of Messrs. Wilkinson and Grist, solicitors, was for the defence.

Mr. d'Almada stated that the dog in question which went by the name of "Brownie," had belonged to Mr. Elmer who was formerly employed in the firm of Messrs. Meyerink & Co., in which firm plaintiff was also employed. When Mr. Elmer was about to leave Messrs. Meyerink & Co. to join Messrs. Grossmann & Co. the plaintiff asked him for the dog in case he should leave the Colony. Mr. Elmer promised that he should have the dog. A few months afterwards when Mr. Elmer was about to leave the Colony, he sent for the plaintiff and told him that he could have the dog, and as a matter of fact just before leaving the Colony he handed the dog over to one Schmidt to give to the plaintiff. For some time the plaintiff had possession of the dog. Then he lost it. When he recovered the dog he took it over to Macao, where the defendant, meeting it, brought it back to Hongkong and had kept it in his possession ever since. Plaintiff demanded the dog back but defendant refused to give it up to him, saying that if plaintiff insisted in his demand, defendant would have him put in goal.

Plaintiff was put into the witness-box and was giving evidence, when Mr. Grist submitted that whatever the plaintiff might say was nothing short of hearsay evidence. His Lordship agreed that on both sides the evidence could only be of a hearsay kind, and he suggested that the parties should agree to send a telegram to Mr. Elmer, who is presently in Germany, asking him to say to whom the dog had been given.

Parties agreed to this course. The Court adjourned.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"The barometer has fallen over Japan, risen over the Loocheons and China coast. The depression lying E. of the Loocheons yesterday has moved N.E. and lies now off the S. coast of Central Japan. Pressure is low also over Manchuria. Pressure is relatively high over the E. coast of China and the middle part of China Sea. Moderate N.E. winds in the Formosa Channel, and moderate S. monsoon over the N. part of the China Sea. Forecast:—E. to S.E. winds, moderate; squally, showery."



## POLICE COURT.

Thursday, 9th July.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

**R. O. DEWEN COMMITTED FOR TRIAL.**  
The hearing was resumed of the charges against R. G. McEwen, inspector of markets, of accepting bribes to influence his conduct as a public servant. Mr. F. B. L. Bowley, Crown Solicitor, prosecutor, Mr. M. W. Wade, barrister-at-law, defended, and Mr. D. Piper, solicitor (Messrs. Johnson, Stokes, & Masters), watched the case on behalf of the poultry guilds of the Central and Western Markets and of witnesses called from these guilds.

Chief Detective-Inspector Hanson was called and formally examined by Mr. Bowley as to the statement the defendant made when charged. This corroborated the case for the prosecution, and in answer to his Worship the accused said he reserved his defence.

He was committed for trial.

Mr. Slade asked for bail for his client.

Mr. Bowley repeated his application for enhanced bail, and suggested two sureties of \$800 each.

Mr. Slade contested the application, and said he was at a loss to understand the necessity of the Crown in the matter. The defendant was fully prepared to meet the case against him in the Supreme Court; and to that end had reserved his defence, which in fact was a sufficient indication of his purpose.

While he did not think that the finding of two sureties of \$800 each would impose any hardship on the defendant, his Worship said he had first of all to find whether there was a case to answer. He had found there was, and he did not wish to do anything that might be construed as being an expression of opinion on the merits of the case. He therefore proposed to fix bail at the same amount as before—\$500.

**ANOTHER BIRNEY CHARGE.**

N. A. Johansson, overseer of the Central Market, was charged on remand with accepting a bribe of \$10 to influence his conduct as a public servant. He pleaded not guilty, and was defended by Mr. Slade. Mr. Piper again watched the case in the interests of the poultry guild, and Chief Detective-Inspector Hanson prosecuted on behalf of the Crown.

Adam Gibson, Colonial Veterinary Surgeon, gave evidence as to the defendant's occupation and duties, and said he thought his salary was about \$90 per month, plus exchange compensation; he got five quarters.

Cross-examination—The defendant's conduct, so far as witness had seen, was always satisfactory.

Lam King Shan, accountant in a poultry-shop at 75, Central Market, deposed to having given the defendant a sum of \$10 on the day following Christmas last year. Besides the defendant and witness, there were present two friends of the latter. The defendant said "Thank you" when he received the money, which belonged to the poultry guild, as did a couple of boxes of cigars and two fowls that were handed over at the same time.

His Worship—Why did you give the defendant this money?

Witness—He always gave us trouble.

After cross-examination by Mr. Slade, U. Kam, master of the poultry-shop at 63, Central Market, and one of the two who accompanied the previous witness on the visit to the defendant, gave corroborative evidence.

He was followed by Ip Cheung, salesman at a poultry-stall, 64, Central Market. Ip Cheung was the third man of the party of which the last witnesses made two, and his statement was in entire consonance with theirs.

Lance-Sergeant Eames gave formal evidence as to the arrest of the defendant.

This was the whole case for the prosecution, and his Worship made an adjournment till the 16th inst. at 2.15 p.m., when the case will be further remanded to carry it over the Criminal Sessions.

## WATER-SPOUT IN PHILIPPINE WATERS.

From the Manila *Cable* of the 4th inst. we take the following:—

Passengers on the coastwise steamer *Louisito* that arrived in Manila bay from Batangas the night before last, saw a gigantic waterspout of most unusual size and shape a few hours before entering this harbour. Attorney C. W. Ney, of Manila, was the only white man on the ship and he gives a very graphic description of the formation and appearance of the spout. Mr. Ney said: "We were steaming along off Point Santiago when I first noticed the formation of the water spout. At a distance, apparently about twenty miles, I saw a large, black cloud hanging low against the horizon. Presently a transparent, glistening mass began to form between the cloud and the sea. The soiling sun first sent its rays through the mist. But gradually the mass darkened until it was of equal blackness with the cloud. It was unlike any water-spout I ever saw. Instead of assuming a conical shape it rapidly became cylindrical and soon stood like a huge cylinder, like burnished black metal in the rays of the disappearing sun."

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on the 6th inst., p.m., for Hongkong, via the usual ports of call.

The Indo-China steamer *Kwangsang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., at 1 p.m.

The N.P. steamer *Olympia* left Yokohama on the 7th inst. for Victoria and Tacoma.

The C.N. steamer *Singapore* left Manila for this port on the 8th inst., and is expected here to-morrow, at daylight.

The H.A.L. steamer *Alesia*, from Hamburg, left Singapore for this port yesterday morning, and may be expected here on the 15th inst., at daylight.

## FOOCHOW.

Floods.

Great inconvenience was caused to business and shipping this week by the overflowing of the river. Both were at a stand-still for forty-eight hours. Brokers were unable to get about on account of the flooded state of the streets, and it was dangerous for cargo-boats to leave their moorings owing to the rapid current. The subsidence commenced yesterday and no doubt work would be resumed this morning.

## THE RAINFALL.

June opened with a bright scorching sun and close tropical heat, night and day, but this premature burst of summer culminated in a thunder-storm on the 11th and since then the sun has scarcely been seen for the rain clouds. Judging from the long continuance of the rain and the flooded state of the country one was led to believe that the record of rainfall must be broken but this does not prove to be the case, as will be seen from the following figures of rainfall for the past 10 years, from the 1st June to the 2nd July, inclusive:—

Year	Inches	Year	Inches
1894	11.07	1899	8.28
1895	6.51	1900	16.05
1896	8.21	1901	12.01
1897	8.86	1902	4.06
1898	11.20	1903	12.50

The heaviest rainfall on any one day during these 10 years, was on the 29th June, 1900, when 5.10 inches were registered; 3.30 inches fell on the following day, and the floods rose very rapidly, covering both the bridges.

## THE KUCHENG TIGERS.

A letter from Miss Codrington opens a prospect of sport of the finest description to the lovers of the noble art in China. It is not frequently that one gets such an opportunity as is manifested in the letter. In India those who would slay the tiger must go far afield and spend considerable sums for their trophy of skin and skull. Here in China we have provided for us within thirty hours' journey from this port, as we hear too from independent sources, sport of the finest description ever longed for by the most ardent slayers of brute beast, and not only that, but the pursuit of the Lord of the Jungle will be furthered as far as the surrounding natives can help the sportsmen whose aim it will be to bag their tiger and free the natives from their scourge. The usual difficulty encountered by would-be tiger-hunters in China is the lack of help to be obtained by the Chinese. In this case it would seem hunters, guides and trackers will be willingly provided. We call attention to these facts for it is evidently not a mere reputation of the usual annual tiger scare of the district, and we are in hope that these letters may catch the eye of some of the experienced and ardent sportsmen of the other ports and that they may hereby be tempted to try their luck at Kucheng where sport is assured and where every assistance will be offered to them.—*Foochow Echo*.

## THE "SUMNER" DISASTER.

Manila papers to hand contain further particulars of the disaster to the U.S. transport *Sumner* in the Philippines of which we have already published a special telegraphic account. She ran on a reef off the coast of Ambos Camarines some time during the fourth of July and she now lies opposite the pueblo of Mauban with several large holes in her bottom. Three of the bow compartments are filled with water, and while there is no danger of her sinking, it will be necessary for the vessel to be conveyed back to Manila, and possibly towed with the assistance of her own steam. The transport is low in the water.

Reports as to how the accident occurred are as yet meagre but enough is known to warrant the statement that the transport must be brought to Hongkong and repaired here in the dry-docks before she can make her trip to New York. This will be at least two months and possibly three. There is a bare possibility that the *Sumner*, now en route from San Francisco, may make the trip instead of the *Sumner*, but anything that is said about the proposed voyage is at this time mere speculation.

The 4th Infantry, which arrived in the Philippines on the *Logan*, was transhipped in Manila Bay to the *Sumner* and she went south a few days before to distribute the companies at various stations in that part of Luzon. She had put troops off at several places and was en route to Atimonan to drop Companies K and L, when she ran on the reef. The accident is believed to have occurred off Mauban or Daet. Apparently the accident occurred at partially low tide, because when high tide came in the vessel floated off the reef without incident further than the filling of the compartments where the immense steel plates had been punctured, and the settling of the vessel's bow. She now lies with her stern high in the air.

After its call at Atimonan the transport should have called at Daet and there put off Companies I and M for that station and Companies A, B and C for Nueva Caceres, the capital city of Ambos Camarines, together with the headquarters, staff, and band of the regiment.

The *Logan* being in the harbour when a telegraphic report of the accident was received, that vessel was ordered to sail to the relief of the disabled transport. At the same time the chartered transports *Lal-loc* and *Proleta*, which are in southern waters in the vicinity of Ambos Camarines, were given telegraphic orders and continue the distribution which has been interrupted by the mishap, and pick up the troops of the 28th Infantry which are scheduled to return to the United States on the *Logan*, a duty which had been assigned to the *Sumner*.

The *Sumner* has met with so many accidents of late that she is now regarded as a "hoochie" ship of the U. S. Army Transport Service. Her last trip from San Francisco incapacitated her refrigerating plant so as to delay her in Honolulu for a week and she had barely left the Hawaiian metropolis when her ice-plant broke down again. When she arrived at Manila all of her meats and vegetables had been thrown overboard, and while she was scheduled to return to the United States via the Suez almost immediately, she was compelled to lie at Manila for repairs and the *Kilpat* rich, which was stationed at Manila as an emergency transport, was sent over that course in her stead.

## LATE TELEGRAMS.

[VIA POST DARWIN.]

THE SERVIAN ATROCITY—STEAD'S "MIRACLE."

Adelaide, 13th June.

Stead, the famous journalist and author, states that one of his clairvoyants predicted the terrible Servian massacre which has just taken place in March last, and produced alleged proof of this statement.

15th June.

An autopsy of the bodies of the royal victims show no less than thirty bullet wounds in the King's head and body.

16th June.

Colonel Mischke states that fifty-nine persons were massacred in the royal palace; but other authorities place the number of persons slaughtered at fully two hundred.

The Sultan of Turkey is said to have been quite prostrated by the news of the awful tragedy. He refuses to listen to any of the gruesome details, and has issued a decree prohibiting all newspapers published in his dominions from doing more than refer to the matter. It is surmised the ghastly circumstances have aroused his fears by illustrating so vividly the fact that royal personages are not safe from murderous attack, even within the refuge of their own palaces and surrounded by their chosen guards.

17th June.

Nothing is stranger in history than the enthusiasm which is being manifested every where throughout Serbia over the dreadful tragedy which has just taken place. This feeling is so strong that Lieut. Javonovitch, a well-known Servian officer, has committed suicide because he was not deemed worthy to be admitted a member of this band of assassins.

Queen Draga has left over half a million sterling, the bulk of which has been safely invested in the name of her sister.

## THE KISHINEFF MASSACRE.

Adelaide, 15th June.

The Tear of Russia is displaying very active sympathy with the Jews in connection with the recent revelations of the horrible cruelties to which they are subjected throughout his dominions. He is taking steps to discountenance these horrors, and expresses his intention of granting to Jewish citizens a wide extension of rights.

## ANARCHIST ATTEMPT ON AUSTRIAN EMPEROR.

Adelaide, 15th June.

A man named Jacob Keich has been arrested at Vienna for an attempt to brain the Emperor Francis Joseph, who was driving through the streets. He was seized whilst in the act of raising the stick to strike.

## A WHISKY SEIZURE.

Adelaide, 15th June.

A sensational and fatal catastrophe has just occurred at Greenock, Scotland, where, as the result of an accident in a large whisky distillery, over a million gallons of spirit caught fire, the burning fluid running down the street and into the main sewer in a river of flame. The whisky mill was completely consumed, and several other properties along the route of the burning spirit was set on fire. The excitement and alarm was increased by the fact that the burning spirit entering the sewers caused a tremendous explosion of sewer gas, resulting in an upheaval of the solid pavement at several points, killing seven persons and more or less injuring many others.

## ANOTHER AMERICAN CATASTROPHE.

Adelaide, 17th June.

Latest American cables announce another sensational catastrophe in addition to the series of disasters which have recently been attracting world-wide attention. A huge cloud of the nature of a waterspout burst suddenly in the vicinity of the villages of Lexington and Newport [?], literally sweeping the majority of the buildings into oblivion and drowning, in a few moments, some 450 of the inhabitants.

## JAPANESE CRUISERS VISIT AUSTRALIA.

The Sydney *Town and Country Journal* has some capital illustrations of the celebrations connected with the visit to Port Jackson at the beginning of last month of the three Japanese cruisers, *Isukushima*, *Matsushima*, and *Hashidate* under the command of Rear-Admiral Kaminura. It is of interest to note, says the *Journal*, that all three ships have had their baptism of fire, having been engaged in the war with China. They became prominent as great fighters. The *Matsushima* was engaged as flagship at the battle of Yalu, and the *Isukushima* was also in that battle. The former lost about 40 men from a shell from the Chinese warship *Ting Yuen*, while a lot more sensation was provided throughout the fight. An outbreak of fire occurred on board, and one of the guns had to be thrown into the sea. The marines, however, fought the fire, and prevented it reaching the magazines, thus saving the ship and all hands from certain destruction. The *Isukushima* was hit by three shells, receiving a lot of damage. The *Hashidate* was afterwards made flagship for Admiral Ito, but this vessel escaped without injury.

The *Isukushima* and *Matsushima* were built at La Seyne, in France, and the *Hashidate* in Japan. The three vessels being launched between 1889 and 1891. They are second-class cruisers, each having a displacement of 4,300 tons, and the following measurements:—Length, 295ft.; breadth, 50ft.; and draught, 21ft. 2in. Their engines are equal to 5,100 horse-power, and the armament consists of four 12-inch guns, eleven 12-centimetre quick-firers, six 12-pounder quick-firers, six Hotchkiss machine guns, and four torpedo-tubes. A complete wireless telegraph system is provided on each vessel.

A grand review of troops was held at Centennial Park, Sydney, in honour of the visit of the squadron.

## CHINA'S CURRENCY.

SIR ROBERT HART'S SUGGESTION.

The N.C. *Daily News* publishes the following special translation of a memorial containing suggestions concerning an uniform currency, presented to the Waiwupu by Sir Robert Hart, Inspector-General of Imperial Maritime Customs:—

1. While the various countries of the world possess a gold standard, China at the present day is still without it and yet continues the use of silver money. It is not because other countries have no silver money, but since gold began to have a steady value regulations were made for a fixed ratio between gold and silver. China not only has no gold currency, but her silver money even has no uniform weight or appearance, nor has she a fixed ratio of exchange between the two metals, so that whenever there is need for gold it must be obtained at market rates. For this reason people in China labour under the difficulty of fluctuating rates of exchange at various hours of the day. Moreover the silver dollars in use are limited in number, the balance of the currency being largely made up of silver ingots and lumps. These lumps and ingots of silver are merely so much silver in the mass, and in the barter for goods are much inferior to the silver dollar. During the past twenty to thirty years the output of silver-mine has been exceedingly great and much more than is needed for use by the various countries of the world, and it is increasing from year to year so that silver has become cheaper and cheaper and the purchase price as compared with gold gradually less and less. Hence it would be much wiser for China to maintain a gold standard instead of a silver one as at present since silver has dropped down to such a degree and moreover possesses no certain or uniform exchange, even within the limits of a single day. The hundreds of trades are all disastrously affected by the present state of the currency while the Government having to pay its foreign debts in gold, both country and people are being plunged into the depths of financial distress. The conditions pictured in the foregoing therefore compel one to seek some plan whereby they may be ameliorated, and so make it that China, while still using a silver currency, shall so fix an uniform exchange between silver and gold that there may be no danger of uncertain fluctuations. With this object in view I now proceed with my suggestions.

2. If the Chinese Government possessed a large quantity of gold this metal might be struck into gold coins and then a fixed exchange could be decided in their relation to silver money. This naturally would be an easy matter to put into force. But when we have no gold and only use a silver and copper currency, it becomes incumbent upon us to decide upon some method to bring about a fixed ratio of exchange between gold and silver. If it could be possible to do this by making only slight changes in the old methods of exchange, so much the better, as it will obviate the necessity of making the people suffer on both accounts. When there is no gold and yet it is determined to maintain a fixed ratio of exchange between gold and silver, it is necessary to create a silver currency of an uniform weight and fineness, and in quantities sufficient to meet the needs of the whole empire. To do this a Mint to strike these coins is of paramount importance and indispensable. The Central Government must establish a special Mint of its own which shall strike all the coins needed according to fixed regulations and no branch mints must be permitted to be established elsewhere. As for the proposal to start a Government Bank, while there are, of course, certain benefits and advantages obtainable from such an institution, as a matter of fact such a Bank can have little to do with the making of a fixed ratio in the exchange of gold and silver.

3. If it be decided to coin money to supply the currency needed for the whole empire it would be advisable to continue to retain the terms and weights of "tael," "mace," "candareen" and "li" (*Liung, Chien, Fen, Li*) as the people are accustomed to their use. But in minting the uniform currency it will be necessary that it should not only be accepted at a fixed value throughout the Empire, but be also recognised and accepted at a fixed value in exchange for gold in the other countries of the world. This must be the main object in view and is of greater importance than that of being the accepted currency in our own Empire. Hence the "tael" must be made of such a weight as to correspond in value to a certain amount of silver, which should be decided afterwards, with the object of making it a recognised coin in other countries. It has been recommended by certain persons that in coining the new currency the American dollar should be made the standard, because the American dollar has already a recognised and fixed value in relation to gold in other countries. Others again have also recommended that the new silver currency be made each into a piece of coin one Kuping tael in weight, because the present market rate of gold exchange is eight Kuping taels for £1 gold. Either of the above suggestions is feasible, and in making the new currency it should be made into four kinds, namely, one tael, five-mace, two-mace-and-a-half-and-one-mace coins. Besides these silver coins there should be also struck two kinds of copper money namely ten-cash pieces and one-cash pieces (10 cash = one fen; one cash = one li). After the establishment of the Mint and the striking of coins of all kinds, it will then be time to decide when the new currency shall be launched upon the country. No other coins should be permitted to circulate in the Empire after this.

(To be continued.)

## PHOTOGRAPHIC

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[33]

## THE SIBERIAN RAILWAY.

Dr. Robert Marshall writes to the N.C. *Daily News*:—

It is now possible to travel from London to Shanghai and vice versa in 19 days provided one has the good fortune to catch the proper trains. From Shanghai this is simple enough as the fast steamers *Manchuria* and *Mongolia*, which leave Shanghai once a week, run in connection with the express from Dalny to Moscow; the "Extrême Orient Express" as it is called. In making the onward journey from London it is necessary to catch at Moscow the express that connects at Dalny with these steamers. The "Extrême Orient Express" leaves Moscow twice a week, on Wednesdays and Saturdays, at 10.40 p.m., and it is the Wednesday express which connects with the boat at Dalny and is therefore the one that passengers to Shanghai ought to take. Intending passengers should therefore leave London in time to arrive in Moscow on Wednesday. At the principal hotel there English is spoken and one can get all the information necessary about the trains. At Moscow one takes a ticket to "Mr. de Kourie" and there one takes a ticket to Dalny. It is impossible to get any reliable information about these trains in London. My own experience was an unfortunate one. "Cook's," to whom I applied first, were unable to tell me anything definite and referred me to the International Sleeping Car Co., in whose hands I unreservedly placed myself, with the result that I was dispatched via Vienna to Moscow, an expensive and circuitous route, caught a train there which did not go further than Irkutsk, where I spent two uninteresting days, and arrived in Dalny to find that the express boat leaves Dalny on Wednesdays and not Sundays as indicated in the Sleeping Car Co.'s very latest time table given me at Moscow. The mistake I made was in imagining that the Sleeping Car Co.'s trains were the only ones fit to travel by. There are others equally good. It is unnecessary to describe the trains between London and Moscow, as they are similar to those that are found all over Europe.

At present four express trains leave Moscow weekly for Irkutsk, but only two of these connect with the semi-weekly express train *de l'Asie* between Moscow and Dalny, and only the Wednesday one with the express steamers between Dalny and Shanghai and Nagasaki. They consist of 1st and 2nd-class sleeping cars and a restaurant car, and are most comfortable. The 1st-class cars are divided into two-berth compartments, those on the Sleeping Car Co.'s express being very luxurious, though the Russian cars will be found to be very satisfactory. The second-class cars are divided into four-berth compartments and are also very comfortable and are those which are most generally patronised. The restaurant cars, which are on every train, are very well fitted up and the food provided is good and very moderate in price. There is a bath in all trains between Moscow and Irkutsk and on every Russian train there is a piano in the dining car. The lavatories are very commodious and clean and there are two on each car on the Sleeping Car Co.'s 1st-class car; there is in addition a small lavatory between each two compartments. Each train carries its own electric plant and the lighting is extremely good. The train arrives at Baikal 71 days after leaving Moscow, and here passengers step off the train on to the large and powerful ferry-boat which takes them across the Lake to Missoula, where the Dalny express awaits them. The passage occupies four hours and all the arrangements for transit are as satisfactory as obtain at Dover and Calais. The train from Missoula to Dalny is an extremely good one. The beds are very comfortable, the electric light is most excellent and the food provided in the very elegant dining car is extremely good and moderate in price. The train I travelled in was one of the best I have ever been on and the "Chef de Train" was a most amiable and obliging official. On all the trains and at all stations the officials are very obliging, and ignorance of the Russian language does not seriously inconvenience one, as French, German, and a little English are generally spoken.

Except as regards speed these trains are as good as any in the world and their comparative slowness ensures a freedom from jolting and dust which is not without advantage in a long railway journey, while the frequent stops for considerable periods at the station afford one plenty of opportunity for exercise.

In regard to baggage 40 lbs. is allowed free in the baggage car, where it travels in perfect safety and the charge for excess is not unreasonable. In addition to this one is permitted to take a very considerable amount of personal effects in handbags (e.g. Gladstones) with one in the sleeping compartment. At Lake Baikal there is no annoyance experienced in the transfer of one's baggage from train to steamer and from steamer to train, it being only necessary for passengers to supervise the transfer of their baggage they have actually with them in their sleeping compartment. The journey is a very pleasant one and the scenery is never without interest and is in many places very beautiful. From start to finish the trip presents no difficulties of consequence and is one that might with perfect confidence be undertaken by ladies

either alone or with children, as except at Baikal there is no need to leave the train for anything. Fresh milk and eggs can be purchased at almost every station and English books, Tauschitz edition, are to be found at most of the large buffets between Moscow and Baikal. The cost of a first-class fare from London to Shanghai is about £16, second-class being £12-£14 cheaper, and 10s. a day is ample for food and all incidental expenses. Manchuria is an exceedingly beautiful and fertile country and the view afforded from the train of the extensive and elaborate preparations its present occupants are making to render their stay there permanent could not fail to be instructive to some of our confiding diplomats.



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Office Hours—9 A.M. to 5 P.M. Hongkong, 10th June, 1903. [172]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VŒUX STREET, GENERAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [76]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

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## NEW ADVERTISEMENTS

## NOTICE.

THE WANCHAI STORING COMPANY. NOTICE IS HEREBY GIVEN that the Connection and Interest of Messrs. SHEWAN, TOMES & CO. as Agents for the Wanchai Storing Company ceases and terminates as from this date. SHEWAN, TOMES & CO. Hongkong, 9th July, 1903. [1978]

## THOMAS' HOTEL.

A FIRST-CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places. Specially Reduced Summer Rates. For Particulars, apply to— WING LEE & CO., Proprietors. Hongkong, 10th July, 1903. [1979]

## APPOINTMENT VACANT.

THE services of an ENGLISH LADY as Second Mistress, Kowloon School, will be required from October next. Candidates should apply to undersigned. EDWARD A. IRVING, Inspector of Schools. Hongkong, 10th July, 1903. [1982]

## TO LET.

NO. 12, CASTLE ROAD. Nos. 15, 17, 19, and 21, SEYMOUR ROAD. GODOWN, No. 32A, PRAYA EAST. Apply to— COMPTON DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 10th July, 1903. [1980]

## TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to— WING CHEONG, 35, Queen's Road Central. Hongkong, 10th July, 1903. [1981]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "HAIYUN," Captain Mutton, will be despatched for the above ports TO-MORROW, the 11th inst., at 3 P.M. For Freight or Passage, apply to DOUGLAS LAURENCE & CO., General Managers. Hongkong, 9th July, 1903. [1975]

## FOR VANILA.

THE Company's Japanese Mail Steamship "YAWATA MARU," 3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 17th inst., at 4 P.M. This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. For Freight or Passage, apply to T. S. TAKAYANAGI, Acting Manager. Hongkong, 9th July, 1903. [1976]

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. CONSIGNEES per Company's Steamer "MACHAON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 10th inst. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 16th inst. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th inst. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 3rd inst., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 9th July, 1903. [1912]

EUROPEAN AND JAPANESE WRESTLING. FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PRAYA CENTRAL (opposite Central Market), at 3 P.M. daily, and until further notice. Challenges accepted. Prices:—1st Class, \$2; 2nd, \$1; 3rd, 50 cents. S. NARUMI. Hongkong, 26th June, 1903. [1948]

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## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. W. G. STACKWOOD to Sell by Public Auction, TO-DAY (FRIDAY), the 10th JULY, 1903, at 2.30 P.M., within his residence No. 1, BARROW TERRACE, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (Particulars as per Catalogue). TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 9th July, 1903. [1958]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 15th JULY, 1903, commencing at 11 A.M., at the Godowns No. 4 & 8, CROSS LANE, Wanchai, A LARGE AND VARIED ASSORTMENT OF MACHINERY, including: MARINE ENGINES, BOILERS, LATHES, SLOTTING and DRILLING MACHINES, &c. (Further Particulars from Catalogue, now ready). On View from 8th July. TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 25th June, 1903. [1923]

INTERNATIONAL HAIR-DRESSING SALOON. THE Undersigned has purchased the above business, and will henceforth carry on same on his account. HAIR-CUTTING, SHAVING, &c., executed at reasonable rates by experienced barbers. Boots, Shoes, Mania Cigars and Cigarettes on sale at very moderate prices. Shortly expected a large consignment of best Perfumery and Toilet Requisites from London, Paris and America which will be offered on sale at very cheap prices. V. ATIENZA. Hongkong, 9th July, 1903. [1987]

## FOR SALE.

THE Composite Steam Launch "LILY," property of the P. & O. S. N. Co. Built by the Hongkong and Whampoa Dock Co., Ltd. For Particulars, apply to Mr. D. MACDONALD, 13, Crossfield Arcade. E. A. HEWITT, Sup't. P. & O. S. N. Co. Hongkong, 1st July, 1903. [1896]

DOCTOR, with highest London Degrees, would give his services free as S-I-P-S DOCTOR for passage home, from Hongkong, via America, to Southampton. Reply— DOCTOR, Care of Daily Press Office. Hongkong, 6th July, 1903. [1937]

## WANTED.

A RESIDENCE OF SIX ROOMS or more in healthy district or Kowloon. Apply to— H. H., Care of Daily Press Office. Hongkong, 8th July, 1903. [1956]

## SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references. Apply in first instance to— "UBIQUE," Care of W. Watson & Co., Bankers, Bombay. Hongkong, 1st July, 1903. [1884]

## WANTED LESSONS.

A GENTLEMAN on the PEAK wishes to take FENCING LESSONS. Apply to— P. L., Care of Daily Press Office. Hongkong, 8th July, 1903. [1935]

## WANTED.

A BRITISH TEACHER for a Private School in the Colony. Apply to— M. M., Care of Daily Press Office. Hongkong, 8th July, 1903. [1963]

## WANTED.

HOUSE or THREE ROOMS, Furnished or Unfurnished. Apply— OMRAH, Care of Daily Press Office. Hongkong, 6th July, 1903. [1936]

## WANTED AT ONCE.

A EUROPEAN LADY'S MAID, willing to travel. First-class References required. Apply in writing in the first instance to— A. Z., Care of Daily Press Office. Hongkong, 4th July, 1903. [1926]

## WANTED TO LEASE.

FURNISHED HOUSE, well located, with Three or Four Bedrooms. Will take for six or eight months from August 1st or 15th. Reply to— P. O. 171. Hongkong, 7th July, 1903. [1945]

CHEONG SHING. GENERAL EXPORTERS. DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS. Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPE & CO.). Hongkong, 16th May, 1903.

AUTOMATIC MAUSER PISTOLS. With CALIBRE 7.65 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 3 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900.

## PUBLIC COMPANIES

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, QUEEN'S ROAD CENTRAL, 2ND FLOOR, HONGKONG, (SATURDAY), the 11th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive. By order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hongkong, 22nd June, 1903. [1782]

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, DES VŒUX ROAD CENTRAL, VICTORIA, HONGKONG, on MONDAY, the 13th day of JULY, at 11 in the FORENOON, when the subjoined Resolutions which were passed at a meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."
2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."
3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further tested and by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be appointed as hereinafter mentioned that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage to be executed by the Company to such persons as Trustees for and on behalf of the Debentureholders and under their hand and seal. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debentureholders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following: That in respect of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof:—

- (a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years"
- (b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years"
- (c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years"
- (d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years"

THE FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the COMPANY will be held in the COMPANY'S OFFICES, No. 14, DES VŒUX ROAD CENTRAL, HONGKONG, on SATURDAY, the 11th JULY, 1903, at 11 A.M., for the purpose of receiving the Report of the General Managers for the year ending 30th April, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st July, inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st July, 1903. [1994]

THE CANTON LAND COMPANY, LIMITED. NOTICE IS HEREBY GIVEN that the SEVENTH GENERAL MEETING of the SHAREHOLDERS of the above Company will be held in the COMPANY'S OFFICES, No. 38 and 40, QUEEN'S ROAD CENTRAL, on TUESDAY, 14th JULY, 1903, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th April, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st July, inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st July, 1903. [1994]

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## NOTICES OF FIRMS

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中 THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR, HONGKONG, 21st March, 1903. 924

CHINESE AMERICAN COMMERCIAL COMPANY, 司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS. THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier, Hongkong, 1st May, 1903. [1321]

HONGKONG JOCKEY CLUB. A MEETING of Members intending to Subscribe for GRIFFINS for the next Race Meeting will be held in the HONGKONG HOTEL, on THURSDAY, next, the 16th JULY, instant, at 4.30 P.M. Every intending Subscriber is requested to be present. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 9th July, 1903. [1970]

THE TRADE MARKS ORDINANCE, 1898. APPLICATION FOR REGISTRATION OF TRADE MARK. NOTICE IS HEREBY GIVEN that THE AMERICAN TOBACCO COMPANY having a place of business at No. 111 Fifth Avenue City County and State of New York United States of America have on the 22nd day of May, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK, viz.:—

A substantially circular disk or ring bearing on one side the name of the said THE AMERICAN TOBACCO COMPANY who claim to be the sole proprietors thereof. The TRADE MARK has been used by the Applicants in respect of the following goods in class 43, viz.:—

Tobacco whether manufactured or unmanufactured. A facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 22nd day of May, 1903. DEACON & HASTINGS, Solicitors for the Applicants. [1883]

WANG HING, JEWELLER, has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO. Hongkong, 23rd March, 1903. [472]

ON the 10th JULY, on which the CHINESE GRAND PROCESSION takes place at Macao, the S.S. "WING CHAI" will leave there for Hongkong at 7 P.M. No Gambling will be allowed on board our ship. SAM WANG & CO., LD. Hongkong, 6th July, 1903. [1938]

THE fast and commodious Steamship "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months) at 8.30 A.M., returning at 8 P.M., or later. FARE—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate. SAM WANG & CO., LD. Hongkong, 30th June, 1903. [1756]

HONGKONG & SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the following Certificates for Shares of the Bank issued in Hongkong in the name of THOMAS CHILDE HAYLLAR, No. 75 dated 15th Feb. 1871 for 2 Shares Nos. 26498 and 26499; No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 3892/5; No. 189 dated 19th Feb. 1872 for 4 Shares Nos. 21955/8; have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said THOMAS CHILDE HAYLLAR, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation. J. R. M. SMITH, Chief Manager. Hongkong, 3rd July, 1903. [1919]

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF 12th NOVEMBER, 1896. SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000 PAID-UP CAPITAL " " 2,500,000 HEAD OFFICE—SHANGHAI. BRANCHES AND AGENCIES: Canton, Chiofo, Chungking, Hankow, Peking, Penang, Singapore, Tientsin. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS. At 2% per annum on Current Account daily balances. 3% per annum on Fixed Deposits for 3 months. 4% " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 216 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 " " " 1048 " " " 1060 " " " 1072 " " " 1084 " " " 1096 " " " 1108 " " " 1120 " " " 1132 " " " 1144 " " " 1156 " " " 1168 " " " 1180 " " " 1192 " " " 1200 " " " 1212 " " " 1224 " " " 1236 " " " 1248 " " " 1260 " " " 1272 " " " 1284 " " " 1296 " " " 1308 " " " 1320 " " " 1332 " " " 1344 " " " 1356 " " " 1368 " " " 1380 " " " 1392 " " " 1404 " " " 1416 " " " 1428 " " " 1440 " " " 1452 " " " 1464 " " " 1476 " " " 1488 " " " 1500 " " " 1512 " " " 1524 " " " 1536 " " " 1548 " " " 1560 " " " 1572 " " " 1584 " " " 1596 " " " 1608 " " " 1620 " " " 1632 " " " 1644 " " " 1656 " " " 1668 " " " 1680 " " " 1692 " " " 1704 " " " 1716 " " " 1728 " " " 1740 " " " 1752 " " " 1764 " " " 1776 " " " 1788 " " " 1800 " " " 1812 " " " 1824 " " " 1836 " " " 1848 " " " 1860 " " " 1872 " " " 1884 " " " 1896 " " " 1908 " " " 1920 " " " 1932 " " " 1944 " " " 1956 " " " 1968 " " " 1980 " " " 1992 " " " 2000 " " " 2012 " " " 2024 " " " 2036 " " " 2048 " " " 2060 " " " 2072 " " " 2084 " " " 2096 " " " 2108 " " " 2120 " " " 2132 " " " 2144 " " " 2156 " " " 2168 " " " 2180 " " " 2192 " " " 2204 " " " 2216 " " " 2228 " " " 2240 " " " 2252 " " " 2264 " " " 2276 " " " 2288 " " " 2300 " " " 2312 " " " 2324 " " " 2336 " " " 2348 " " " 2360 " " " 2372 " " " 2384 " " " 2396 " " " 2408 " " " 2420 " " " 2432 " " " 2444 " " " 2456 " " " 2468 " " " 2480 " " " 2492 " " " 2504 " " " 2516 " " " 2528 " " " 2540 " " " 2552 " " " 2564 " " " 2576 " " " 2588 " " " 2600 " " " 2612 " " " 2624 " " " 2636 " " " 2648 " " " 2660 " " " 2672 " " " 2684 " " " 2696 " " " 2708 " " " 2720 " " " 2732 " " " 2744 " " " 2756 " " " 2768 " " " 2780 " " " 2792 " " " 2804 " " " 2816 " " " 2828 " " " 2840 " " " 2852 " " " 2864 " " " 2876 " " " 2888 " " " 2900 " " " 2912 " " " 2924 " " " 2936 " " " 2948 " " " 2960 " " " 2972 " " " 2984 " " " 2996 " " " 3000 " " " 3012 " " " 3024 " " " 3036 " " " 3048 " " " 3060 " " " 3072 " " " 3084 " " " 3096 " " " 3108 " " " 3120 " " " 3132 " " " 3144 " " " 3156 " " " 3168 " " " 3180 " " " 3192 " " " 3204 " " " 3216 " " " 3228 " " " 3240 " " " 3252 " " " 3264 " " " 3276 " " " 3288 " " " 3300 " " " 3312 " " " 3324 " " " 3336 " " " 3348 " " " 3360 " " " 3372 " " " 3384 " " " 3396 " " " 3408 " " " 3420 " " " 3432 " " " 3444 " " " 3456 " " " 3468 " " " 3480 " " " 3492 " " " 3504 " " " 3516 " " " 3528 " " " 3540 " " " 3



HONGKONG  
BUSINESS DIRECTORY.

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

**A CHEE & CO.,** Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

**CHEONG LEE & CO.,** Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade,  
best and cheapest. 8, Queen's Road  
Central.

## JEWELLERS

**MAISON LEVY HERMANOS**  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and London.

## PHOTOGRAPHER

**M. MUMEYA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and  
also coloring Photos and Relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.,**  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Suk Agate for  
Hartmann Rahlsten's Genuine Com-  
position Red Head Brand.

**BISMARCK & CO.,**  
Navy Contractors, Ship Chandeliers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

**KWONG SANG & CO.,**  
Shipchandeliers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Vaux Road.

**MOORE & SEIMUND,**  
25 and 26, Connaught Road, Praya Central.  
Shipchandeliers, Sailmakers, Riggers,  
Commission Agents and General  
Storekeepers; Sole Agents for  
Shipowners' Composites ("Grey-  
hound Brand") and Blundell's  
Spence & Co.'s Composites

## WATCHMAKERS

**OREOZ & CO.,**  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

## TO LET

**NO. 12 ARBUTHNOT ROAD.** Six-  
Roomed House.  
Apply to—  
**E. A. DE CARVALHO,**  
C. F. DE CARVALHO  
Hongkong, 3rd July, 1933. [1914]

## TO BE LET FURNISHED.

**"TAN MOR" (West), PEAK ROAD.**  
Apply to—  
**MAJOR TUDOR, R.E.,**  
or  
**HUMPHREYS ESTATE & FIN-  
ANCE COMPANY, LD.**  
Hongkong, 18th June, 1933. [1902]

## TO LET.

**FROM August 25th, COSMOPOLITAN  
HOUSE (Unfurnished), 13 Large  
Rooms, Kitchen, etc., etc.**  
Apply—  
**MANAGER,**  
Wm. Powell, LD.  
Hongkong, 30th June, 1933. [1867]

TO LET—WITH IMMEDIATE  
POSSESSION.

**TWO SUITES OF ROOMS** in the Ground  
Floor of the Hongkong Club Annex,  
suitable for Offices.  
Apply to the undersigned.  
**C. H. GRACE,**  
Secretary,  
Hongkong Club. [1757]

## TO LET.

**NO. 3, DUDDELL STREET,** ground  
floor. Suitable for Offices or Office and  
Godown.  
Apply—  
**SOUTH CHINA MORNING  
POST," LD.,**  
Connaught Road Central.  
Hongkong, 27th June, 1933. [1849]

## TO LET.

**FIRST FLOOR No. 8, QUEEN'S ROAD  
CENTRAL.** Suitable for Office.  
Apply to—  
**IP LAN CHUEN,**  
Care of Mr. A. M. Eschbayer,  
Nos. 7 and 9, Zetland Street.  
Hongkong, 11th June, 1933. [1889]

## TO LET.

**NO. 17, SEYMOUR ROAD or WOOD-  
LANDS WEST** to Rent from 15th  
JUNE.  
Apply to—  
**E. H.,**  
Care of Daily Press Office.  
Hongkong, 16th May, 1933. [143]

## TO LET.

**GROUND AND 2ND FLOORS** of No. 3,  
OLD BAILEY.  
No. 10, SEYMOUR TERRACE.  
No. 13, MOSQUE JUNCTION.  
No. 43, CAINE ROAD. Nine-Roomed  
Corner House, \$160 exclusive of Taxes.  
Nos. 1 and 3, CORONATION  
TERRACE. Six-Roomed Corner Houses,  
\$100 each including Taxes.  
FOUR-ROOMED HOUSE on Upper  
Levels, fully furnished, for Six Months.  
And others to suit various requirements.  
**S. A. SETH,**  
Land and Estate Broker.  
Hongkong, 6th July 1933. [1396]

## TO LET.

**NO. 2, "MAGDALEN TERRACE,"**  
MAGAZINE GAP.  
Apply to—  
**SPANISH PROCURATION.**  
Hongkong, 1st July, 1933. [78]

## GODOWNS TO LET.

**PRAYA EAST.** Spacious Two-storied  
and Single-storied Godowns. Suitable  
for Yarn or Cane.  
Also Land for Coal storage.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, 31st March, 1933. [1006]

## TO LET.

**FLATS in MORETON TERRACE,  
CAUSEWAY BAY,** facing the Polo Ground.  
No. 2, HIPON TERRACE (in FLATS).  
GODOWNS at BOWENSTOWN (PRAYA  
EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, 8th June, 1933. [71]

## TO LET.

**TWO GODOWNS,** Nos. 2 and 4,  
MATHESON STREET, Wanchai.  
No. 5, STEWART TERRACE, PEAK.  
Furnished, from 5th June to 31st August, 1933.  
"WESTBOURNE VILLA," NORTH  
BONHAM ROAD.  
"BISNIE VILLA," POKFULUM ROAD.  
For terms and particulars, apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 3rd July, 1933. [1046]

## TO LET.

**2ND FLOOR, No. 25, DES VEAUX ROAD  
CENTRAL.**  
Apply to—  
**DANG CHEE, SON & CO.,**  
25, Des Vaux Road Central.  
Hongkong, 2nd July, 1933. [1898]

## TO LET.

**"FERNSIDE," ROBINSON ROAD.**  
Apply—  
**E. M. HAZELAND.**  
35, Queen's Road Central  
Hongkong, 24th June, 1933. [181]

## TO LET.

**NO. 1, CAMERON VILLAS (PEAK).**  
A Six-Roomed Bungalow in first-class  
condition.  
Apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 24th June, 1933. [1813]

## TO LET.

**FURNISHED HOUSE, 5, KNUSTFORD  
TERRACE,** for Two or Three Months  
from about middle of July. Piano, Tourist Court  
and Ricksha. Only household expenses required.  
Apply—  
**A. A. W.,**  
5, Knustford Terrace, Kowloon.  
Hongkong, 30th June, 1933. [1771]

## TO LET.

**TWO SPACIOUS GODOWNS—Nos. 85  
and 86, PRAYA EAST.**  
Apply to—  
**H. N. MODY,**  
Victoria Buildings.  
Hongkong, 2nd December, 1932. [82]

## TO LET.

**"HARTLEY" and "WESTLEY,"  
UPPER RICHMOND ROAD,  
"STONY BROOK," LOWER RICHMOND  
ROAD.**  
Apply to—  
**LAU CHU PAI,**  
Care of A. S. Watson & Co., LD.  
Hongkong, 2nd June, 1933. [150]

## TO LET.

**TWO SPACIOUS NEW GODOWNS,  
very suitable for Dry Goods.**  
Apply to—  
**W. LYSAGHT,**  
153, Wanchai Road.  
Hongkong, 15th April, 1933. [1153]

## TO LET—UNFURNISHED.

**"COOMBE" MAGAZINE GAP.**  
Apply—  
**Daily Press Office.**  
Hongkong, 16th February, 1933. [542]

## TO LET.

**2, SPACIOUS ROOMS** at No. 15,  
BELLIOS TERRACE, with Bath-  
room and Kitchen. Rent very moderate.  
Immediate Possession.  
Apply to—  
**S. T. J.,**  
Care of Daily Press Office.  
Hongkong, 6th July, 1933. [1933]

## TO LET.

**ONE FIRST-CLASS SPACIOUS  
GODOWN** at West Point.  
Apply to—  
**"GODOWN,"**  
Care of Daily Press Office.  
Hongkong, 16th June, 1933. [1719]

## TO LET.

**18, ROBINSON ROAD.**  
Apply to—  
**AHMED RUMJAHN,**  
62, Queen's Road.  
Hongkong, 1st July, 1933. [1856]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS,**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1933. [915]

## BOARDING ESTABLISHMENT.

**SUMMER RATES.** European Super-  
vision. Excellent Cuisine and Accommodation.  
Apply—  
**MANAGERESS,**  
Macedonell Road,  
or  
**FAIRALL & CO.,** Queen's Road.  
Hongkong, 2nd March, 1933. [681]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED  
ROOMS,** with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
H. g. ong, 1st January, 1932

## SCIENTIFIC MISCELLANY.

**AN USEFUL APPARATUS—BUTTER GOLD—  
CASTOR OIL IN AN ANCIENT EGYPTIAN—RESISTANCE  
TO TRACTION—A COLLECTION OF SLUGS—  
THE NEW EGYPTIAN FOSSIL—PEAT COKE—  
THE FIRST SIGHT—SPEAKING CANDLES.**

A recording thermometer described by an  
English physicist consists essentially of a flat-  
tened brass tube bent into a nearly complete  
circle eight inches across, and filled with cre-  
sote, one end of the tube being attached to a  
stand and the other to a lever moving a pen on  
a recording drum. A change of a Fahrenheit  
degree deflects the pen about an inch, a  
continuous record of the changes being marked  
on the paper covering the revolving drum. The  
thermometer is converted into a regulator for  
giving uniform temperature for days and weeks  
by substituting an electric contact for the pen,  
the closing of the circuit being made to turn  
on more current if the heating is by electricity  
or to regulate the gas-supply if a stove is used.  
With such a regulator the temperature of a  
room containing a ruling engine was kept for  
five days at 60 deg., with no greater deviation  
than a fifth of a degree.

A curious failure of the gold used in British  
coinage has been brought to notice by Dr. J. K.  
Rose. This metal is an alloy of 91.6 per cent  
of gold and 8.3 per cent of copper, and it is  
made so brittle as to be unfit for use by the  
presence of minute traces of such impurities  
as tellurium, lead, bismuth, etc., although  
considerably larger quantities of the same  
elements, except bismuth, do not affect the  
ductility of fine gold. The effect of the  
impurities is counteracted by adding copper  
oxide.

Seeds of the castor oil plant are surprisingly  
common in Egyptian tombs. Prof. Lurit, a  
recent French investigator, finds that some seeds  
from Thebes must be at least 3,000 years old,  
and from an ancient papyrus concludes that the  
oil was used for much the same purposes as now.

The Kew Herbarium, begun fifty years ago,  
is estimated to comprise considerably more than  
2,000,000 specimens, attached to 1,300,000 sheets.

In his important experiments upon the  
resistance of road vehicles to traction, Prof.  
Hole-Shaw measures the pull upon a single  
wheel drawn behind a motor car. A castor  
frame six feet long is arranged for receiving  
any wheel to be tested, with weights for giving  
any desired load, and the pull exerted upon the  
wheel is transmitted by a system of levers to  
a hydraulic plunger, which through the com-  
pression of enclosed water moves the pen of the  
recording apparatus. This apparatus, carefully  
mounted to avoid vibration, includes a drum  
carrying a paper band 8½ inches wide, with  
a pen near one edge of the paper that registers  
the tractive effort in pounds and a pen upon  
the other half that records the speed in miles  
through the revolutions of the wheels of the  
car. The tests thus far have shown that the  
pull is fairly proportional to the load, but with  
pneumatic wheels on a macadam road the in-  
crease with velocity was slight while it was  
rapid with iron-shod wheels running over  
paving-stones.

Of the snails, or long breathing snails with  
two small or internal shells or none at all, about  
1,000 species and 500 varieties have been de-  
scribed. Most of these have been brought  
together by Walter E. Collinge, an English  
collector, who shows specimens ranging in  
size from that of a grain of wheat to a length  
of several inches, and in colouring from dull  
repulsive tints to the gorgeous hues of the  
butterfly. All slugs lay eggs, the numbers  
varying from ten to a hundred or more and  
the sizes from that of a pin-point to that of  
a "sparrow's egg." A beautiful and very rare  
South African species is a veritable tiger  
among its kind, preying savagely on other  
slugs and on insects, and several other species  
are carnivorous and friends of gardeners.

The Arsinotherium, the new fossil monster  
of Egypt, had a head nearly a yard long, with  
a pair of small horns near the eyes and an  
enormous double bony horn on the nasal  
region. Prof. E. Ray Lankester, however,  
finds that it differs from the rhinoceros and  
was probably descended from the early ele-  
phants.

For the polyglot technical dictionary of  
Dr. H. Jensen one and a quarter million words  
have been collected already, six being given by  
German, French, English, and American  
students.

Peat from the bog contains 85 per cent. of  
water with only 15 per cent. of combustible  
matter. To condense the material into an  
efficient fuel has long taxed the ingenuity of  
inventors, and Consul-General Mason of Ber-

lin reports that the process of C. Schliekyson  
has been worked since 1859, having been put in  
operation in Russia, Holland, Hungary,  
Switzerland, and Germany, with constant im-  
provement in details. The peat is ground,  
air-dried, and kiln-dried, until the water is  
reduced to 15 to 18 per cent. Pressing into  
bricks with heat gives increased value, and  
another improvement is the addition of bitumi-  
nous coal-dust, anthracite culm or sawdust  
to the peat-pulp. A more modern and scienti-  
fic process is that of Martin Ziegler. The peat  
is converted into coke in closed ovens, the  
waste gases furnishing heat for both the coking  
and the preparatory drying, and the product  
is a hard, black, smokeless fuel, selling in  
Germany at an equivalent of \$10 to \$13 per  
ton. It is a high-grade coal, especially prized  
for various metallurgical purposes. Peat-coke  
is now made at Raskino, Russia, and extensive  
factories are to be established in Germany.

The sensation of seeing for the first time is  
difficult to imagine. A man of thirty, blind  
from birth, has been successfully operated on  
in Glasgow, and on being told to look he is ears  
directed him to the source of the sound, when  
his recollection of what he had felt upon him-  
self showed him that he must be looking upon a  
mouth and a face—those of the surgeon. The  
first sight of yellow made him feel very sick,  
but red gave him pleasure.

Electric arcs have been made by several phys-  
icists to speak or act as telephone receivers. Two  
Russians make an ordinary flame speak by  
leading wires from the secondary of an induction  
coil to Bunsen burners, paraffin lamps or short  
candles, a microphone and battery being placed  
in a shunt to the primary circuit of the coil.  
On speaking to the microphone, even from a  
hundred feet away, the flame repeated the  
sound.

## A TRUE STORY.

England is a long way off and fifty-three  
years is rather far in the past; still there are  
a few people among us able to recall what the old  
country was like in 1839, the year of the incident  
to be related.

At that time there lived in a detached cottage  
near an English cathedral city a very eccentric  
beholder. He had formerly been wealthy, but  
having dissipated the greater part of his fortune,  
he went to the other extreme, and not only  
became a teetotaler but almost denied himself  
the necessities of life. For years he kept  
himself a prisoner in his cottage, his only  
companions being two ferocious bull dogs named  
Beer and Whisky.

Two tramps, who chanced to hear that this  
singular recluse was very well off, and that he  
was never without beer and whisky, resolved to  
rob him. Accordingly they one night broke  
into the lonely man's cottage, and immediately  
discovered that the Beer and Whisky therein  
were of quite different brands than they had  
expected to find. One of the tramps, fleeing in  
mad terror from the dogs, fell into a mill stream  
and was drowned. His companion, badly bitten,  
just managed to climb a tall fence; but fell  
over it and fractured his skull, so that he died  
the next day.

The incident caused much excitement at the  
time, and it had scarcely subsided when the  
local shopkeeper reported that the only answer  
he could obtain to his knocking was the growls  
of Beer and Whisky; whereupon the police  
broke into the cottage and discovered the old  
man—dead. The inquest was remarkable for a  
dispute which it occasioned between two doctors.  
One maintained that death was the result of  
fright at the recent attempted robbery; the  
other, that deceased died from chronic indiges-  
tion brought about by improper diet and want  
of exercise, he not having been outside his cot-  
tage for eighteen years. The discussion was  
taken up by the giants of the medical profession,  
and ably debated, the conclusion reached being  
that indigestion is a disease arising from infa-  
mily numerous causes, and itself productive of  
complaints hardly less numerous. But it was  
not then known (as it has been now for thirty-  
five years) that indigestion has one sure cure,  
viz. Seigel's Syrup.

Mr. J. C. Blackie, of Post Office Chambers,  
Auckland, N.Z., has not kept within his house  
for eighteen years. On the contrary, he is a  
traveller and knows the world well. Writing  
on 16th March, 1933, Mr. Blackie observes:  
"For years I was a martyr to indigestion and  
flatulence. Wind used to press on the valves of  
my heart to such an alarming degree that on  
two occasions I fainted on the platform when  
publicly speaking. Dietary and medicinal treat-  
ment failed utterly until, on the recommendation  
of a Professor at the Working Men's College,  
Melbourne, I tried Mother Seigel's Syrup. My  
taking it regularly after each meal I very soon  
found relief, and have ever since been able to  
enjoy all foods without inconvenience. My  
age was effected about four years ago, when  
I had consumed from six to eight bottles; but  
one bottle was sufficient to afford me relief. I  
have never ceased to praise the virtues of  
Seigel's Syrup in the Colonies I visit as  
commercial traveller, merely in gratitude for  
the great benefit derived from it—for I have  
no business connection whatever with its pro-  
prietors. What I now say is quite unsolicited.  
Curiously there is no other such potent and easy  
remedy for all forms of indigestion." Such is  
the testimony of an intelligent and experienced  
man. Of indigestion it may be said, as was  
said of fame, some inherit it, some achieve it,  
and some have it thrust upon them (as in the  
case of persons compelled to lead a sedentary  
life); but all may eradicate it by following the  
example of Mr. Blackie. [58]

## PURE FRESH WATER

**THE HONGKONG STEAM WATER-  
BOAT CO., LD.,** is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

**J. W. KEW,**  
Manager,  
1st Floor, 37, Connaught Road.  
Hongkong, 13th June, 1933. [1703]

**CARMICHAEL & CLARKE,**  
CONSULTING ENGINEERS  
AND SHIPBUILDERS.  
SURVEYORS AND CONTRA TOES.  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. Code, 4th Edition  
A. 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th June, 1933. [1770]

Though the cost of  
making finest toilet soaps  
has nearly doubled, the retail  
price, ingredients, and superior  
quality of Vinolia Soap  
remain unchanged. For the  
complexion.

1347-2

## STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS,  
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

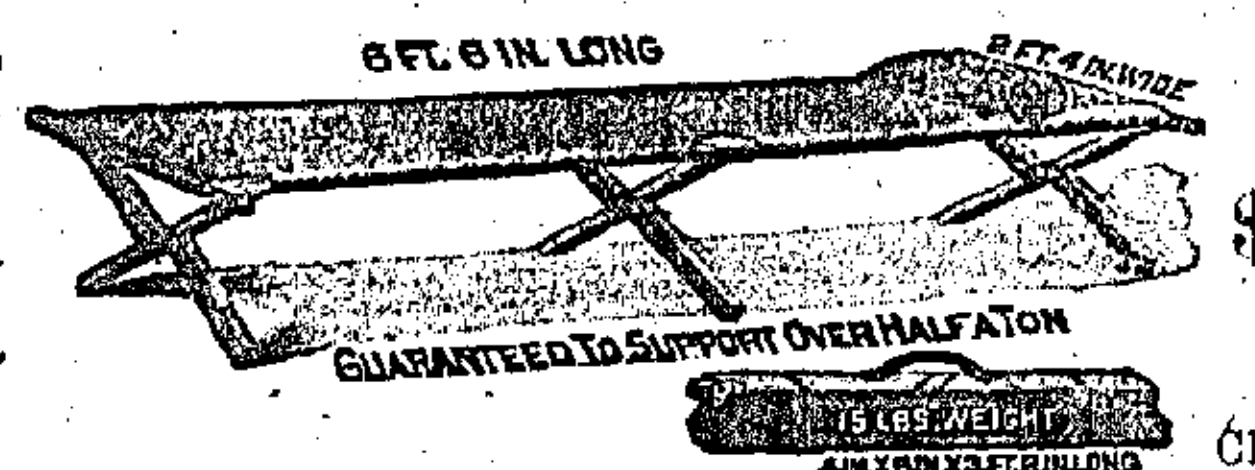
## WM. POWELL, LD.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

LANE, CRAWFORD & CO.  
FOLDING CANVAS CAMP BEDSTEADS

THE MOST  
PORTABLE  
CAMP BED-  
STEAD EVER  
MADE.



\$10 each.

THIN TROPICAL BLANKETS, \$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

434

## NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WELHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

325

LAMBERT & BUTLER'S  
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST  
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.

IN 1-LB. AIR-TIGHT TINS.

143

## JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE: 1, SUZUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET

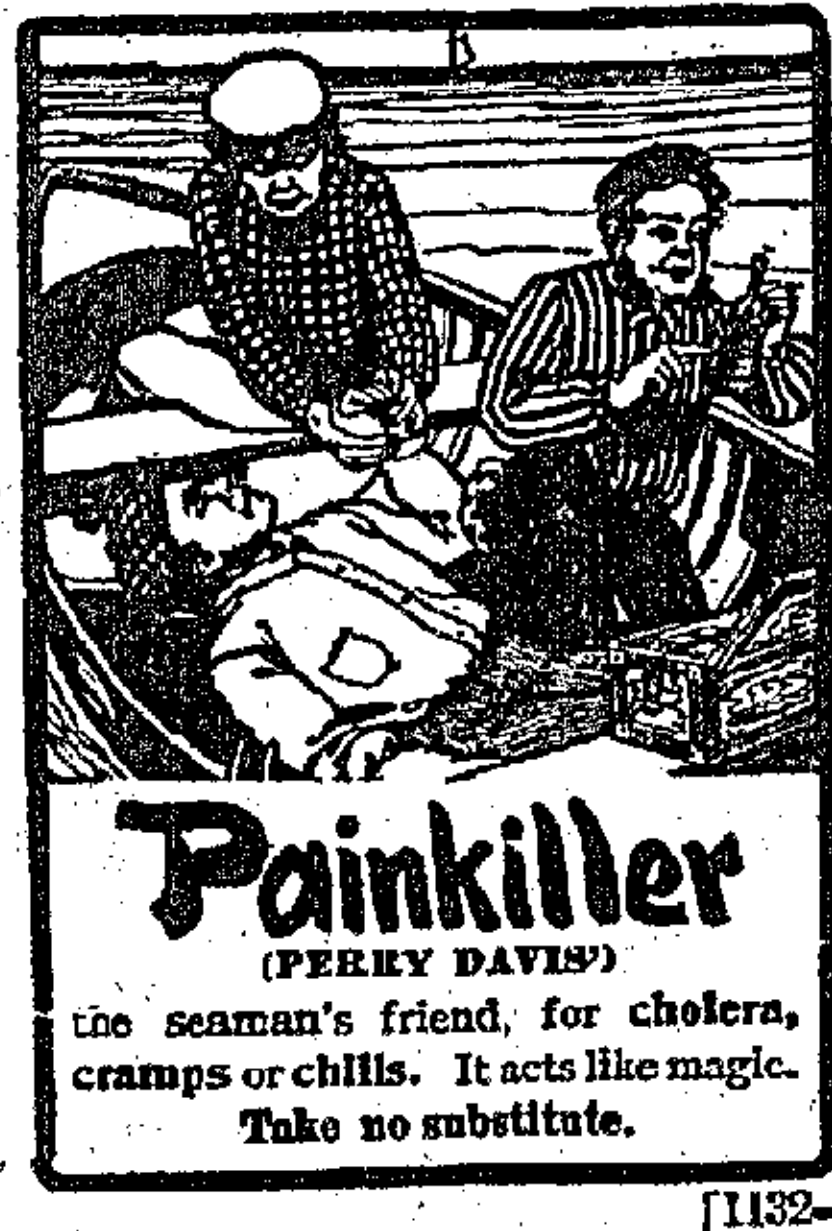
OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shin-osaka, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Manada, Mannoura, Onoura, Otsu,  
Esabara, Teubakuro, Yoshitani, Yoshio, Yuzokibara, and other Coals.  
N. INUZUKA, Manager, Hongkong.



[132-3]



**VESSELS ADVERTISED AS LOADING.**

PERSON'S NAME	FLAG	CAPTAIN	WOR
MANILA	Brit. str.	H. G. H. Lowell	P. & C.
GLIMMARDY	Brit. str.	Willy	McGr
BALLAAR	Brit. str.	P. E. Summers	P. & C.
PROMETHUS	Brit. str.	.....	Burg
DIOMED	Brit. str.	.....	DUTCH
P. VALDEMAR	Dan. str.	Kock	MELC
BINGO MARU	Jap. str.	F. Davies	Mess.
E. LEIUS	Fron. str.	Dupuy Fromy	BUTTE
CLERUS	hail. str.	.....	BUTTE
TAMBA MARU	Brit. str.	J. W. Wale	NIPPON
SPENTOR	Brit. str.	.....	BUTTE
DARDAUCE	Brit. str.	.....	BUTTE
NEXT JR	Brit. str.	.....	BUTTE
MOYUNE	.....	.....	BUTTE
HAMBURG	Ger. str.	Burmeister	MELC
NUEBBERG	Ger. str.	Jauburg	HANNO
WUEZBURG	Ger. str.	v. Binzer	HANNO
BADENIA	Ger. str.	Ror	HANNO
SATHIONA	Ger. str.	Hilshbrandt	HANNO
KONIGSBERG	Ger. str.	Mayer	HANNO
ANDALUSIA	Ger. str.	von Dohren	HANNO
THIBISTE	Aus. str.	Mecozzi	SAND
H. LERCHE	Rus. str.	.....	DOOD
MACDUFF	Am. str.	.....	NIPP
VERONA	Am. str.	H. N. Spieson	STAN
KENNEDEC	.....	.....	HANNO
ANASIA	Ger. str.	Bahle	CANA
E. JAPAN	Brit. str.	.....	CANA
TARTAR	Brit. str.	.....	BUTTE
MACHAON	Brit. str.	.....	BUTTE
KAGA MARU	Jap. str.	Geo. Anderson	NIPPON
RIOJUN MARU	Jap. str.	N. Ohno	NIPPON
INDRIA	Brit. str.	J. Panton	DOOD
INDRAVELLI	Brit. str.	R. P. Craven	PORC

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
FOR	STEAMERS	LEAVING
T'AMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU" T. OGATA	SUNDAY, 12th July.
FOOCKOW, VIA SWATOW AND AMOY	"ANPING MARU" I. GOTO	SATURDAY, 11th July.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU" T. SAITO	WEDNESDAY, 15th. July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze-River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 8th July, 1903.

T. ARIMA, Manager [15

YAWATA MARU	Jap. str.	A. E. Mosses.....	NIPPON
TAIYUAN	Brit. str.	.....	BUTTE
AUSTRALIAN	Brit. str.	W.G. Macarthur	GIBBS
PALAWAN	Brit. str.	J. D. Andrews	P. & C.
ATHOLL	Brit. str.	Porter	J. S.
AWA MARU	Jap. str.	N. Treaul	NIPPON
KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON
KAMAKURA M.	Jap. str.	H. Peterson	NIPPON
KASUGA MARU	Jap. str.	W. Scott Hunter	NIPPON
KIHLIANG	Brit. str.	.....	BUTTE

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU" .....	N. Tate .....	3876	Saturday, 11th Ju'y, at 11 A.M.
"ROHILLA MARU" .....	E. P. Bishop ..	3939	Saturday, 18th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

YABEKA MARU	Froh. str.	Sallier	M. Pess
BENGAL	Brit. str.	A. L. Valentini	FRS
DAIJI MARU	Jap. str.	T. Ogata	OSAB
ANPIO MARU	Jap. str.	I. Goto	OSAB
MAIDZUBU M.	Jap. str.	T. Saito	OSAB
HAITAN	Brit. str.	Ranoh	DOUD
HAKUM	Brit. str.	Matton	DOUD
PERLA	Brit. str.	J. McGinty	BUT
NEIL MACLEOD	Brit. str.	Ugarte	BRA
LOONGSANG	Brit. str.	Weigall	JARI
ZAFIRO.	Brit. str.	R. Rodger	SHRE
ROBETTA MARU	Jap. str.	N. Tate	POTZ

Hongkong, 8th July, 1903. K. NAKASHIMA, Manager. 1478

---

**NORTHERN PACIFIC STEAMSHIP CO.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY**

**PROPOSED SAILINGS FROM HONGKONG,**  
**VIA**  
**SHANGHAI INLAND SEA OF JAPAN. KOBE AND**

SUNGKIANG.....	Brit. str.	.....	BUT
YAWATA MAEU.....	Jap. str.	A. E. Mos-s.....	NIPP
TAIYUAN.....	Brit. str.	.....	BUT
SHANTUNG.....	Brit. str.	.....	BUT
PEKIN.....	Brit. str.	C. R. Longden.....	P. &
LIGHTNING.....	Brit. str.	J. G. Spence.....	DAV

YOKOHAMA,  
FOR  
VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH

MAZAGON .....	Brit. str.	S. Hall .....	P. & S.
ISCHIA .....	Ital. str.	Maganzini .....	CAE
HIROSHIMA, M. ....	Jap. str.	J. Nagao .....	NIP
KINSHIO MARU .....	Jap. str.	F. L. Pyne .....	NIP

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# HAMBURG - AM

NORTHERN PACIFIC RAILWAY COMPANY.			
Steamer.	Captain.	Tons.	Sailing Date.
Albatross	W. H. Smith	1,000	Sept. 15
Albatross	W. H. Smith	1,000	Sept. 22
Albatross	W. H. Smith	1,000	Sept. 29
Albatross	W. H. Smith	1,000	Oct. 6
Albatross	W. H. Smith	1,000	Oct. 13
Albatross	W. H. Smith	1,000	Oct. 20
Albatross	W. H. Smith	1,000	Oct. 27
Albatross	W. H. Smith	1,000	Nov. 3
Albatross	W. H. Smith	1,000	Nov. 10
Albatross	W. H. Smith	1,000	Nov. 17
Albatross	W. H. Smith	1,000	Nov. 24
Albatross	W. H. Smith	1,000	Dec. 1
Albatross	W. H. Smith	1,000	Dec. 8
Albatross	W. H. Smith	1,000	Dec. 15
Albatross	W. H. Smith	1,000	Dec. 22
Albatross	W. H. Smith	1,000	Dec. 29
Albatross	W. H. Smith	1,000	Jan. 5
Albatross	W. H. Smith	1,000	Jan. 12
Albatross	W. H. Smith	1,000	Jan. 19
Albatross	W. H. Smith	1,000	Jan. 26
Albatross	W. H. Smith	1,000	Feb. 2
Albatross	W. H. Smith	1,000	Feb. 9
Albatross	W. H. Smith	1,000	Feb. 16
Albatross	W. H. Smith	1,000	Feb. 23
Albatross	W. H. Smith	1,000	Feb. 29
Albatross	W. H. Smith	1,000	Mar. 6
Albatross	W. H. Smith	1,000	Mar. 13
Albatross	W. H. Smith	1,000	Mar. 20
Albatross	W. H. Smith	1,000	Mar. 27
Albatross	W. H. Smith	1,000	Apr. 3
Albatross	W. H. Smith	1,000	Apr. 10
Albatross	W. H. Smith	1,000	Apr. 17
Albatross	W. H. Smith	1,000	Apr. 24
Albatross	W. H. Smith	1,000	Apr. 30
Albatross	W. H. Smith	1,000	May 7
Albatross	W. H. Smith	1,000	May 14
Albatross	W. H. Smith	1,000	May 21
Albatross	W. H. Smith	1,000	May 28
Albatross	W. H. Smith	1,000	Jun. 4
Albatross	W. H. Smith	1,000	Jun. 11
Albatross	W. H. Smith	1,000	Jun. 18
Albatross	W. H. Smith	1,000	Jun. 25
Albatross	W. H. Smith	1,000	Jul. 2
Albatross	W. H. Smith	1,000	Jul. 9
Albatross	W. H. Smith	1,000	Jul. 16
Albatross	W. H. Smith	1,000	Jul. 23
Albatross	W. H. Smith	1,000	Jul. 30
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Albatross	W. H. Smith	1,000	Mar. 30
Albatross	W. H. Smith	1,000	Apr. 6

**HAMBURG-AME  
NORDDEUTSCH  
OSTASIATISCHER FRACH**

VICTORIA	J. Pantou	3,502	August	1st
PLEIADES	F. G. Purington	3,753	August	15th
OLYMPIA	J. Truebridge	2,837	September	10th

Steamers marked \* have no passenger accommodation.

Taking Cargo at through rates to ANTWERP, LISBON, OPORTO, LONDON, LIVERPOOL, GLA  
LEVANT, BLACK SEA and BALTIC PORTS, N

**PROPOSED SAILINGS**

**T**HE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN STATES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the

STEAMERS.		SUBJECT TO AL	DESTINATION.
NURNBERG .....	Capt. Jaburg .....	{	HAVRE and HAMBURG
WURZBURG .....	Capt. v. Bünzer .....		(Calling at Singapore)
		{	HAVRE, BREMEN and
			(Calling at Singapore)

United States and Canada.  
For further information as to Freight or Passage, apply to  
**DODWELL & COMPANY, LIMITED.**  
GENERAL AGENTS.

Capt. W. B. ...	HAVRE and HAMBURG
Capt. Rörden	(Calling at Singapore)
SITHONIA	HAVRE and HAMBURG
Capt. Hildebrandt	(Calling at Singapore)
KONIGSBERG	HAVRE and HAMBURG
Ord. Master	(Calling at Singapore)

IMPERIAL GERMAN MAIL.  
LINE.

Capt. Meyer .....	{	HAYRE and HAMBURG (Calling at Singapore)
Capt. von Döhren .....		
ARABIA .....	{	NEW YORK, VIA SUEZ
Capt. Bahle .....		

For Further Particulars, apply to

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,**  
**PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO**  
**LONGMAN, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON**

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13] NIPPON YUSEI

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

THROUGH SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE JAPAN MAIL STEAMERS.		DESTINATION
PROJECTED SAILINGS FROM HONGKONG		
BINGO MARU .....		MARSEILLES, 1 ANTWERP, VIA

STEAMERS.		SAILING DATE.
• HAMBURG	...	23d July
PRINZ HEINRICH	...	6th August
SACHSEN	...	20th August
• KIAUTSCHOU	...	3rd September

F. Davies .....	PENANG, COLOMBO
	SAID .....
KASUGA MARU .....	NAGASAKI, KOBE
W. Scott Hunter .....	
HIROSHIMA MARU .....	BOMBAY, VIA SI
I Naga .....	COLOMBO

BAYERN	...	...	...	...	THURSDAY	17th September
ZIETEN	...	...	...	...	WEDNESDAY	30th September
SEYDLITZ	...	...	...	...	WEDNESDAY	14th October
ROON	...	...	...	...	WEDNESDAY	28th October

\* Steamers of the Hamburg-America Linie.

KAGA MARU .....	{	VICTORIA, B.C.,
Geo. Anderson .....		U.S.A. VIA SHANGHAI
Awa MARU .....	{	KOBE and YOKOHAMA
N. Trenat .....		KOBE and YOKOHAMA
		SYDNEY and MELBOURNE

ON THURSDAY, the 23rd day of July, 1903, at NOON, the Steamship "HAMBURG" OF THE HAMBURG-AMERIKA LINE, Captain Burnmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 21st July. Cargo & Specie will be received on Board until 5 P.M., on WEDNESDAY, the 22nd July, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 22nd July.

YAWATA MARU .....	MANILA, THURSDAY
A. E. MOSES .....	TOWNSVILLE and
KAGOSHIMA MARU .....	KOBE .....
K. Kori .....	MARSEILLES.
TAJIMA MARU .....	ANTWERP VIA

Contents of Packages are required. No Parcel Receipts will be signed for less than 32 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardses.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**

JAMBA MARU	RYU WAKI,
J. W. Wale	PENANG, COLOM
	SAID
KINSHIU MARU	BOMBAY, VIA SI
F. L. Pyne	COLOMBO
	VICTORIA, B.C.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 10th July, 1903.

RIOSUN MARU .....	U.S.A., VIA SHAN
N. Ohno .....	KOBE and YOKO
KAMAKURA MARU .....	KOBE and YOKOHA
H. Peterson .....	

Through Passenger Tickets issued to the Pri  
and Kurena in connection with the Ameri



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon, smoking, Electric Light. Per

For further information as to Freight, Passengers, etc., apply to the Local Branch Office in Prince's Building First Floor.  
Apply to—

**CHINA AND MANILA**

**PORTLAND & ASIATIC**  
PROPOSED SAILINGS FROM HONGKONG via INDO  
OF JAPAN, MOJI, KOBE AND YOKOHAMA

[illegible]

OPERATING IN CONNECTION WITH THE		OREGON RAIL	
STEAMSHIP	TONS.		
"INDRAVELLI".....	4,899	R. P. C.	
"INDRAPURA".....	4,899	A. E. F.	
"INDRASAMHA".....	5,197	W. E. F.	

PERLA.....	1980	J. McGinty .....	Iloilo and Cebu: Fri., 10th July, 4 P
ZAFIRO.....	2549	R. Rodgers .....	Manila Direct. Sat., 11th July, 10 A
RUBI.....	2540	W. W. Almond ..	Manila Direct. Sat., 18th July, 10 A

Through Bills of Lading issued to Pacific  
United States Points. For through rates of Freight  
with or apply to  
**ALLAN C**  
Hongkong, 16th June, 1903.

and  
to

for Freight or Passage, apply to

Hongkong, 6th July, 1903.

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

[17]

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 200 million to 400 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

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# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCROW"	On 9th August.

HOMEWARDS.		
FROM	STEAMERS	TO
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 11th July.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.	"NINGCHOW"	On 10th August.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 10th July, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CEBU and ILOILO	"HUNAN"	On 10th July.
SHANGHAI	"KIUKIANG"	On 11th July.
SAMARANG and SOERABAYA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIANG"	On 16th July.
MANILA	"TAIYUAN"	On 27th July.

PORT DARWIN, THURSDAY, ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.  
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 8th July, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY	15th July.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY	22nd July.
"EMPEROR OF CHINA"	4,425	WEDNESDAY	5th Aug.
"ATHENIAN"	3,882	WEDNESDAY	12th Aug.
"EMPEROR OF INDIA"	6,000	WEDNESDAY	26th Aug.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY	23rd Sept.
"EMPEROR OF CHINA"	4,425	WEDNESDAY	7th Oct.
"ATHENIAN"	3,882	WEDNESDAY	21st Oct.
"EMPEROR OF INDIA"	6,000	WEDNESDAY	4th Nov.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY	18th Nov.
"EMPEROR OF CHINA"	4,425	WEDNESDAY	1st Dec.
"ATHENIAN"	3,882	WEDNESDAY	15th Dec.

THE MAGNIFICENT TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 87 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. PROWSE, General Agent.  
Dunlop Street.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"H.G.H. LEWIS"	July 10th	Freight and Passage.
YOKOHAMA, via SHANGHAI, MOI and KOBE (Passing through the Inland Sea)	"J.D. ANDREWS"	July 10th	Freight and Passage.
SINGAPORE, COLOMBO and BOMBAY	"C.E. LONGLEN"	July 13th	Freight only.
SHANGHAI	"BENGAL"	About 16th	Freight or Passage.
LONDON, &c.	"A.L. VALENTINI"	July	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	"F.R. SUMMERS"	July	Freight only.

\* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

D. E. PROWSE, Superintendent

Hongkong, 10th July, 1903.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING"  
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LD.  
Agents.  
Hongkong, 8th July, 1903. [1943]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"YARRA"  
Captain Sollier, will be despatched for the above ports on or about TUESDAY, the 14th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 7th July, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THEROU BILIS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"BALLARAT"  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Office for Bombay, etc., on SATURDAY, the 18th JULY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Freights will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PANAMA, GUAYMAS, PANAMA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship  
"TRIESTE"  
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st inst., at Noon.

For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Prinsep Building.  
Hongkong, 1st July, 1903. [13]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.  
(With liberty to call at Philippine Ports.)

THE Steamship  
"KENNEBEC"  
will be despatched as above on or about the 25th inst.

For Freight and further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Agents.  
Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship  
"VERONA"

Captain H. N. Spiess, will be despatched as above on or about SATURDAY, the 25th JULY.

For Freight, &c., apply to  
SHEW, N. TOMES & CO.,  
General Agents.  
Hongkong, 7th July, 1903. [1883]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.  
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 4th July, 1903. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain Samuel Bell Smith.  
Daily Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class Fare (including cabin and servant), 25 return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Storage, 50c.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
81 Queen's Road Central.  
Hongkong, 29th April, 1903. [194]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN"  
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.  
N.B.—To ensure the additional comfort of passenger, the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 3rd July 1903. [1912]

HONGKONG AND MACAO LINE.

THE Steamship  
"PAK KONG"  
Captain W. Moor, Macao, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.

1st Class fare \$1.00 single  
2nd Class fare 50 cents  
3rd Class fare 20 cents  
Meals on board \$1.00.  
Special trip every Sunday, leaving Hongkong at 8 a.m., Macao 5.30 p.m.

KWONG WAN STEAMBOAT CO.  
Hongkong, 3rd July, 1903. [1811]

FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for Canton at 8 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TREVOUX & CO.,  
No. 128, Commercial Road Central.  
Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAIT NAVIGATION Co's fortnightly service to CAPE TOWN. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August 1902. [8]

NOT RESPONSIBLE FOR DELAYS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
ALICE, British ship, Dart—Standard Oil Co.  
Dunlop, British ship, A. P. Larsson—Jardine, Matheson & Co.  
KENTMERE, British 4-m. barque, T. E. Burch—Standard Oil Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co's Steamship.

"PALAWAN"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 a.m. To-morrow, the 8th inst.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD.  
HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship  
"PRINZ HEINRICH,"  
OF THE NORDEUTSCHER LLOYD.

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 15th July, at 2.30 a.m.

All Claims must reach us before the 18th July, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.  
MELCHER & CO.,  
Agents.  
Hongkong, 8th July, 1903. [5]

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"  
FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-morrow, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 7th July, 1903. [1961]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship  
"GLENGYLE"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst., will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOV.  
Hongkong, 8th July, 1903. [1965]

HIGH-CLASS CHRISTMAS

CAKES, decorated ... from \$1.00  
Plain Christmas Cakes ... 0.30  
German Sand Cakes ... from \$1 to \$5.00  
Assorted Pastry Cakes ... per dozen 0.50  
Scotch Buns ... from 1.50  
Frieden Stollen ... from 2.00  
Mince Pies ... per dozen 2.40  
Chicken and Ham Pies ... from 3.00  
Chicken and Ham Patties ... 2.40  
Game Pies ... from 5.00  
Chris mas Puddings, &c., to Order.

Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL BEATED WATER DEPT, 100, House Street.  
Hongkong, 10th December, 1901. [107-1]

## A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal Affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sole by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, have not the inconvenience of producing Nausea.

MATIO INJECTION is used to recent and MATICO CAPSULES in the more chronic cases.  
GRIMAULT & Co., Paris, sold by all Chemists.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticism, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.  
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; Messrs KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.

THE "ZAFIRO" CASE.  
A REPRINT OF "THE ZAFIRO" MYSTERY Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [156]

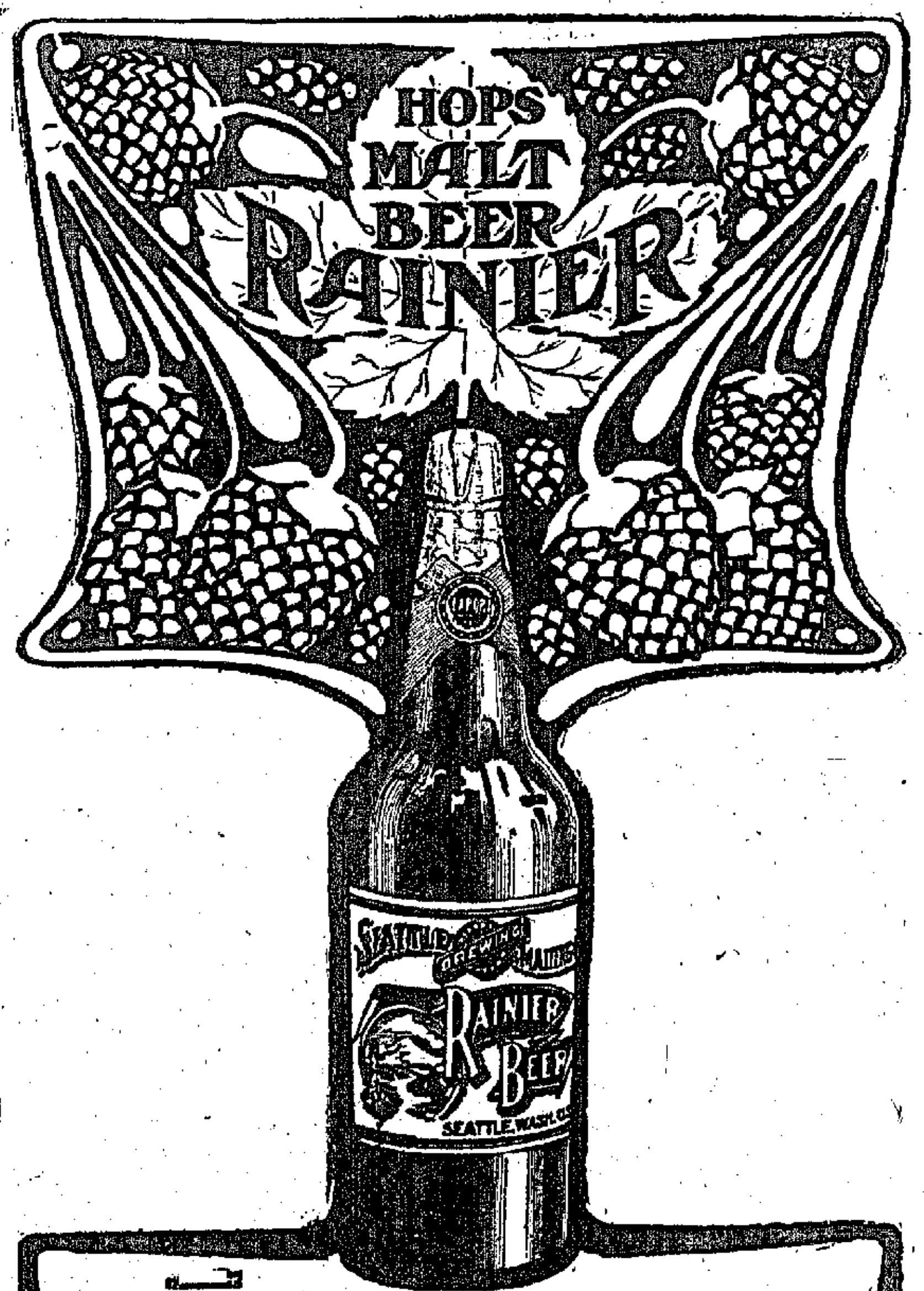
VEWS OF HONGKONG

ILLUSTRATED POST CARDS  
Colonial, White-Away Cards, &c., For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS in Sets, Packets or Single. King Edward VII. Albums. Catalogues, Hinges, &c., &c., &c. Inspection invited.

Hongkong, 12th June, 1903. [1113]

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



A. S. WATSON & CO., LD.

HONGKONG AGENTS.

[595-1]



